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WAKE COUNTY THOROUGHFARE PLAN

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THOROUGHFARE PLAN

for

WAKE COUNTY, NORTH CAROLINA

Prepared by the:

Thoroughfare Planning Unit Planning and Research Branch Division of Highways N. C. Department of Transportation

In cooperation with:

The County of Wake The Federal Highway Administration U. S. Department of Transportation

September, 1981

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I. INTRODUCTION

The economic and social well-being of a region is largely dependent upon an adequate overall transportation system. Unless people and goods are able to move from one place to another quickly and conveniently, the area becomes dormant and unable to develop to its full economic potential. Realizing this key role that highways play in this transportation system, it has become increasingly necessary to develop a good continuous network of national, state, and regional highways which can efficiently handle present and anticipated traffic needs.

Wake County has a thoroughfare plan that was cooperatively prepared in 1972 by the county and the North Carolina State Highway Commission. Due to the county's rapid and expanding growth in recent years, it was mutually agreed to reevaluate and update the existing plan. The revised plan is better suited for meeting the current and future travel needs of the county.

The proposed system of thoroughfares was developed following the basic principles of county thoroughfare planning as described in Chapter II. Thoroughfares were located based upon field investigations, aerial photography; existing and anticipated land use, population distribution, and topographic conditions. The plan advocates those improvements which are felt to be essential for proper traffic circulation within the current planning period (1980-2000). The plan does not attempt to modify proposed municipal thoroughfare plans already developed for the municipalities of Raleigh-Cary-Garner, Fuquay-Varina, Apex, Wake Forest, Wendell, and Zebulon.

Proposed improvements within the county plan will be primarily the responsibility of the North Carolina Department of Transportation. However, Wake County through the use of subdivision and zoning controls can do much toward the implementation of the plan. Thus, it is desirable that the plan be formally approved by both the county and the Department of Transportation to serve as a mutual official guide in the development of the thoroughfare system.



II. COUNTY THOROUGHFARE PLANNING PRINCIPLES

Purpose of Planning

There are many benefits to be gained from thoroughfare planning, but the primary objective is to assure that the road system will be progressively developed in such a manner as to adequately serve future travel desires. Thus, the cardinal concept of thoroughfare planning is that provisions be made for street and highway improvements so that as needs arise feasible opportunities to make improvements exist.

The major benefits derived from thoroughfare planning are: (1) Each road or highway can be designed to perform a specific function and to provide a specific level of service. This permits savings in rights-of-way, construction, and maintenance costs, protects residential neighborhoods, and encourages stability in travel and land use patterns. (2) Local officials are informed as to future improvements. Developers can design subdivisions to function in a non-conflicting manner. School and park officials can better locate their facilities. Irretrievable damage to property values and community appearance, as is sometimes associated with improvements programs, can be minimized.

County Thoroughfare Planning Concept

Streets, roads, and highways perform two primary functions--they provide traffic service and land service. These two functions when combined are basically incompatible. The conflict is not serious if both traffic and land service demands are low. But when traffic volumes are high conflicts created by uncontrolled and intensely used abutting property result in intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets, roads and highways which permit travel from origins to destinations with directness, ease, and safety. Different elements in the system are designed and called on to perform specific functions and levels of service, thus minimizing the traffic and land service conflict.

Within the county plan elements are considered to be either urban or rural. In the urban planning area, the local municipality generally has planning jurisdiction. Outside the urban planning area, the county has planning jurisdiction. In those urban areas where no urban thoroughfare plan has been developed, elements are generally considered to be rural and under the planning jurisdiction of the county. When a thoroughfare plan is developed for an urban area that has not previously had a plan, then the area defined by that plan would

3

be considered urban and come under the planning jurisdiction of the municipality.

Within the urban and rural systems, thoroughfare plan elements are classified according to the specific function which they are to perform. A discussion of the elements and functions of the two systems follows:

Urban Thoroughfare Classification System

In the urban thoroughfare plan, elements are classified as either local access streets, minor thoroughfares or major thoroughfares. Due to the limited amount of detail that can be shown on a county thoroughfare plan, only urban major thoroughfares are normally shown. The major thoroughfare system within urban areas can be divided into four categories: radial streets, crosstown streets, loop streets and bypasses (Figure 1).

Radial Streets: Radial streets provide for direct traffic movement between the central area and outlying areas. This is a major movement in most cities and the economic strength of the central area depends heavily on the adequacy of the radial thoroughfares.

The Crosstown System: If all radial streets crossed in the central area, an intolerable congestion problem would result. To avoid this problem, it is very important to have a system of crosstown streets which forms a loop around the central business district. These streets route traffic along the border of the central area as it moves from origins on one side to destinations on the other. The system also allows central area traffic to circle the central area and enter near its destination. The effect of a good crosstown system is to free the central area of crosstown traffic, thus permitting the central area to better function in its role as a pedestrian shopping area.

The Loop System: Loop streets move traffic between suburban areas of the city. Although a loop may completely encircle the city, a typical trip would be from an origin near a radial thoroughfare to a destination near another radial thoroughfare. Loop streets do not necessarily carry heavy volumes of traffic, but they function to help relieve central area congestion and shorten travel times between suburban areas. There may be one or more loops, depending on the size of the urban area, and they are generally spaced one-half mile to one mile apart, depending on the intensity of land use.

The Bypass: Bypasses function to carry traffic through or around the urban area. They are usually designed to rural highway standards with control of access. The general effect of the bypass is to expedite the movement

FIGURE I





of through traffic and to lessen traffic congestion within the city. Occasionally a low traffic volume bypass can be designed to function as a portion of an urban loop.

Rural Arterial Classification System

The rural system consists of those facilities outside the urban thoroughfare planning area boundaries. They are classified into four major systems: principal arterials, minor arterials, major and minor collector roads, and local roads. <u>Table 1</u> indicates generally accepted statewide mileage on these systems.

Table 1. Rural System Road Mileage Distribution

Systems	Percentage of Total Rural Miles
Principal arterial system	2-4
Principal arterial system plus minor arterial road system	6-12
Collector (major plus minor) road system	20-25
Local road system	65-75

Figure 2 gives a schematic illustration of a functionally classified rural highway system.

<u>Rural Principal Arterial System</u>: The rural principal arterial system consists of a connected network of continuous routes which serve corridor movements having trip lengths and travel density characteristics indicative of substantial statewide or interstate travel. The principal arterial system should serve all urban areas of over 50,000 population and a large majority of those with a population greater than 5,000. The Interstate System constitutes a significant portion of the principal arterial system.

<u>Rural Minor Arterial System</u>: The minor arterial system in conjunction with the principal arterial system forms a network which links cities, larger towns, and other major traffic generators such as large resorts. The minor thoroughfare system generally serves interstate and intercounty travel and serves travel corridors with trip lengths and travel densities somewhat less than the principal arterial system. <u>Rural Collector Road System</u>: The rural collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on the arterial routes. This system is subclassified into major collector roads and minor collector roads.

<u>Major Collector Roads</u>: These routes (1) provide service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intracounty travel corridors.

Minor Collector Roads: These routes (1) collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural Local Road System: The local roads comprise all roads not on one of the higher systems.

\bigcap	LEGEND	FIGU	RE 2
\bigcup	CITIES AND TOWNS		
	VILLAGE		
	PRINCIPAL ARTERIALS		
	MINOR ARTERIALS		
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SCHEMATIC ILLUSTRATION OF FUNCTIONALLY CLASSIFIED RURAL HIGHWAY NETWORK

III. WAKE COUNTY - POPULATION, LAND USE, AND TRAFFIC

Wake County lies in the approximate center of North Carolina (Figure 3), and is on the eastern border of the Piedmont section of the state. It contains 864 square miles of rolling terrain that is generally well drained. The elevation across the county varies from 140 to 545 feet above sea level. The cultivated fields are interspersed with forest pine and hardwoods, all of which have been extensively lumbered.

The largest city in the county is Raleigh, the state's capital, which has a 1980 population count of 149,771. The city itself is historically unique in that it was planned from its beginning to be the state capital.

Rail transportation is provided to the county by Seaboard Coast Line and Southern Railways. Commercial air service is provided via Raleigh Durham Airport.

Population Trends

The population count for 1980 in Wake County is 300,833. This is a 78% increase from 1960 and a 31% increase from 1970.

The major population concentrations are in Raleigh, Cary, and Garner. Cary and Garner experienced an incredible 183% and 94% population increase since 1970. The once rural areas of the county, especially to the north are expected to grow at an above average rate in the future. Recent projections* place the year 2000 population for Wake County at 447,237.

Land Use

The Research Triangle Park is a significant area of employment for residents within the county and there is considerable travel to and from the Park by employees residing in Raleigh, Cary, and other areas.

Major commercial and regional shopping areas are Crabtree Valley, North Hills, Cameron Village, Tryon Hills, Raleigh Mall, Cary Village Mall, South Hills also in Cary, and proposed Regency Park. Extensive development of offices and apartments have developed around these commercial centers.

Major public and semi-public land uses are the State Governmental Offices in central Raleigh, North Carolina State University located in west Raleigh, and the Raleigh-Durham Airport, and William B. Umstead State Park located west of Raleigh.

^{*}Projections were provided by the North Carolina Department of Administration.

The Towns of Cary and Garner have long functioned as bedroom type communities to Raleigh with people residing in these two towns and working in Raleigh. The Towns of Wake Forest, Fuquay Varina, Apex, Wendell, and Zebulon have also tended in this direction. More recently, industrial development has begun to develop along the transportation corridors between Raleigh and the outlying towns. Examples are Shearon Harris Nuclear Power Plant, Mini City, and the Wakefield Farm Industrial Park. This later trend has mitigated somewhat the trend toward the development of the outlying towns as primarily bedroom communities.

The Raleigh-Cary-Garner urban area has experienced a rapid and accelerating urban growth during the past decade. There has also been a noted trend toward the development of a multi-centered urban area. There is no indication that these trends will be altered in the foreseeable future.

The rapid urban growth and extensive development along travel corridors between the Raleigh-Cary-Garner urban area and the outlying towns will place an increasingly heavy burden on radial highways during the design period.

Traffic

A comparison of 1969, 1974, and 1979 average annual daily traffic volumes (ADT) on selected major highways in Wake County are shown in Figure 4. On the average, the ADT's doubled in the ten year period throughout the county. Historically in North Carolina ADT's double over a twenty year period. So Wake County is experiencing a significant growth rate in traffic volumes.

Motor vehicle registrations in Wake County for 1969, 1974, and 1979 are given in Table 2.

Year	1969	1974	1979
Autos	110,136	159,179	202,642
Trucks	35,321	44,168	54,633
Total	145,457	203,347	257,275

Table 2. Venicle Registration	ehicle Registratio	Regi	Vehicle	2.	Cable
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Auto registrations in Wake County increased at an above average rate of 84% over the ten year period, while truck registrations increased 55% which is about the state average.

On the basis of the past trends examined in this chapter: population, land use, ADT counts, and vehicle registrations, it appears Wake County will experience considerable increases in traffic volumes during the 1980-2000 planning period.

As a result of this growth, it was deemed necessary to estimate traffic volumes for the year 2000, so that the road system in the county could be analyzed as to its ability to maintain adequate service. Projected volumes for critical highway sections appear in Table 3.

The volumes were developed initially by using linear regression analysis on the historic ADT trends. They were then compared on a township level to expected population growth, anticipated land use (commercial and residential), and forecasted vehicle registrations. The straight line projections were then adjusted, as a result of the comparison, to reflect a more representative volume.

Historical and Projected Annual Average Daily Traffic Volumes for Selected Locations On The Wake County Highway System							
Location	1969	1974	1979	2000 ^a			
I-40 at Durham County US 70 at Durham County US 70 at Turkey Creek US 70 at Johnston Creek US 64 at Chatham County	NA 15,600 NA 9,300 3,200	13,000 17,200 NA NA 3,500	16,400 14,200 19,700 15,500 4,800	30,000 23,000 31,000 23,000 7,000			
US 64 at SR 2516 (Hodge Rd.) US 64 at US 64 Bus. (Wendell) US 401 at Middle Creek	13,000 10,100 7,700	NA NA 9,100	23,100 20,000 10,100	43,000 38,000 16,000			
US 401 at SR 2766 US 401 at Rolesville US 1 at SR 1134 (Horton	11,100 3,500	13,100 5,400	20,800 6,900	35,000 13,000			
US 1 at Marshall Village NC 54 at Durham County NC 55 at Durham County	2,930 7,100 4,300 2,700	9,000 NA NA	10,500 3,600 5,100	23,800 4,000 10,000			
Cordon NC 42 at SR 1006 (Old Stage Rd.) NC 50 at Johnston County	2,800 1,100 3,200	3,700 NA 4,300	5,000 1,900 4,700	10,000 4,000 3,000			

Table 3

Ta	.DIE) (CO	ontinuea)		0
Location	1969	1974	1979	2000 ^a
NC 50 at SR 1829 (Strick- land Rd.) NC 50 at Granville County NC 98 at Durham County NC 98 at Wake Forest	1,600 1,450 1,650	2,200 NA 2,000	3,700 2,400 2,100	7,000 4,000 3,000
Planning Cordon NC 96 at Franklin County NC 96 at Johnston County NC 97 at SR 2329 (Lizard Lick Rd.) NC 39 at NC 97	1,700 500 770 7,400 510	2,200 NA NA NA 700	2,900 1,000 1,000 4,600 800	4,500 2,500 2,000 2,000 1,300

^aEstimated NA Not Available

IV. ANALYSIS OF EXISTING MAJOR ROAD SYSTEM

An assessment of the existing highway network outside the urban planning areas was made to determine if it could adequately handle the traffic demands that are being placed upon it. One phase of this assessment was a volume-capacity analysis. Based on levels of service (operating speeds) and pavement widths, the practical capacities of the major roads in the county were determined (Appendix A). When the existing volumes (Figure 4) were compared to those capacities, it was found that the following roads in the county were experiencing capacity problems:

- 1. US 401 from SR 2042 (Fox Rd.) to SR 2224 (Mitchell Mill Rd.)
- 2. NC 50 from SR 2562 (New Rand Rd.) to SR 1010 (Old NC 42)
- 3. NC 55 between Apex and Fuguay

The estimates of year 2000 traffic (Table 3) were then compared to the practical capacities to determine future deficiencies. It is anticipated that the following sections of roads will be over capacity by the design year (2000).

1.	US 1
	From Apex Planning Cordon to Chatham County
2.	US 64
	From Chatham County to NC 55
	From the Neuse River to SR 2233 (Wade Harris Rd.)
3.	US 64 Business
	From Wendell Planning Cordon to SR 2348 (Oil Mill
	Rd.)
4.	US 401
	From SR 2042 (Fox Rd.) to Franklin County
5.	NC 50
	From Raleigh Planning Cordon to NC 98
6.	NC 54
	From north Morrisville city limits to SR 1762
_	(Wilson Rd.)
7.	NC 55
•	Durham County to Harnett County
8.	NC 98
•	From SK 1917 (Harrison Rd.) to SK 1928-
9.	SR 1005 (SIX FORKS RG.)
10	SP 1006 (Old Stage Pd)
10.	From SP 2711 (Bud Buffaloe Bd) to Williams Crosse
	riom SR 2/11 (Bud Bullatoe Ru.) to williams closse
11.	(200) (200) (20)
	From SR 2636 to SR 2516 (Hodge Rd)
12	SP 1010 (013 NC 42)
	From SR 1379 (Penny Rd.) to NC 50
13.	SR 1371 (Lake Wheeler Rd.)
	From Yates Mill Pond to SR 1375 (Simpkins Rd.)
	the second

- 14. SR 1375 (Simpkins Rd.)
 - From US 401 to SR 1010 (Old NC 42)
- SR 1829 (Strickland Rd.) 15.
- From SR 2000 (Falls of the Neuse Rd.) to Leesville 16. SR 2000 (Falls of the Neuse Rd.)
- SR 1829 (Strickland Rd.) to NC 98 17.
 - SR 2215 (Buffaloe Rd.)

From SR 2931 to SR 2217 (Allen Store Rd.)

There are a number of major roads in the county that have widths of 16 and 18 feet. Standards established by the American Association of State Highway and Transportation Officials (AASHTO) set 20 feet as a minimum width with 24 feet as a preferred width. However, because of the substantial cost of upgrading all secondary roads to AASHTO standards, narrower widths are tolerated depending upon traffic volumes (see Table 5, page 36). The roads on the thoroughfare plan that have inadequate and intolerable width deficiencies are listed in Appendix A. The minimum widths needed to bring them in line with tolerable AASHTO standards are given as recommended cross sections.

Traffic Safety

Traffic accident records are of assistance in locating problem areas on the highway system. The Traffic Engineering Branch of the North Carolina Department of Transportation publishes each year a safety program listing. In 1979 the list contained the 677 highest accident locations in the state. A ranking of one is the most hazardous location whether by number of accidents or severity of injuries or property damage. The following is a list of high accident locations in Wake County and their rank in the state.

	General Location	Priority Number
SR	1010 at SR 1300	4
NC	50 at SR 1829 (Strickland Rd.)	14
SR	1006 at SR 2717	16
US	401 at NC 42-55-SR 2795	82
US	1 at SR 2006	110
US	1 at SR 2013	119
US	70 at SR 2558	126
SR	1009 at SR 1348	159
US	70 at SR 2555	235
US	401 at SR 2782	237
US	64 at SR 2233	263
US	70-NC 50 at SR 2538-2623	268
NC	54 at SR 1664	281
US-	70-401-NC 50 at SR 1370-2623	332
US	401 at SR 2538	340
US	64 (Beltline) at US 64 (New Bern Ave.)	394
US	64 at SR 2049	466
US	l at SR 2108 (New Hope - Millbrook Rd.)	480
US	70-NC 50 at SR 2788	650

BRIDGE CONDITIONS

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or defect in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most important, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons it is imperative that bridges be constructed to the same design standards as the system of which it is a part.

In 1975 the North Carolina General Assembly initiated a special fund for a State Bridge Replacement Program. Five million dollars per year have been budgeted for this purpose since 1975. Related legislation directed the Department of Transportation to replace or remove from the highway system all through truss bridges with spans over 125 feet in length and roadway widths of less than 12 feet. Thus, bridges of this type were assigned high priority in the development of this program.

With nearly all of the narrow truss bridges replaced or identified for removal, the new thrust of the program has been directed toward improving the state bridges with posted load restrictions. These restrictions require buses to unload before crossing and in some cases they must be rerouted requiring substantial additional travel.

Bridges selected for replacement under this program represent the most critical statewide needs as they have been identified at this time. Also, the Governor's Blue Ribbon Commission appointed to assess the state's transportation needs and financing, just recently, recommended the following design standards for bridge replacement:

Arterial Bridges

Replace or rehabilitate all bridges with a width less than the approach pavement width plus 8' or posted less than legal load limit.

Collector Bridges

Replace or rehabilitate all bridges with a width less than the approach pavement width plus 4' or posted less than legal load limit.

Local Bridges

Replace or rehabilitate all bridges with a width of 16' or less or unable to serve school buses.

The bridges in Wake County that do not meet these standards are listed below.

Route

-	1	•	1	US	64		Вι	ıs	ir	le	SS
	2	•	1	NC -	97	0	7				
2	1	•		SR SD	10	0	5				
5	5			SR	10	0	6				
é	5			SR	10	Õ	6				
-	7	•	:	SR	10	0	6				
ξ	3	•	:	SR	10	0	7				
	Э	•	1	SR	10	1	0				
10	2	•		SR	11	.0	1				
1		•		SR	11	1	5				
+	2	•		SR	++	2	1				
1 4	1	•	•	2R CD	++	כ. א	3 0				
10	Ī	•		SR	13	0	1				
16	5			SR	13	7	5				
1	7			SR	13	7	5				
18	3	•	1	SR	13	7	9				
19	Э	•	1	SR	13	9	3				
2(0	•	;	SR	16	1	3				
2		•	1	SR	16	1	5				
2.	2	•		SR.	18	5	9				
2	3 4	•		5K 57	13		3				
20	\$	•		SR SD	20	0	5				
26	5	•		SR	20	0	6				
2	7	:		SR	20	4	9				
28	3			SR	20	4	9				
29	9			SR	20	4	9				
3(0	•		SR	22	1	7				
3:	1	•		SR	23	2	0				
3:	2	•		SR	23	2	9				
3:	3	•		SR	23	5	2				
، ک	4	•		SR	21	5	1				

Feature Intersected

Little River Moccasin Creek Moccasin Creek Upper Barton's Creek Swift Creek Middle Creek Black Creek Poplar Creek Norfolk Railway Norfolk and Southern Railroad Cary Branch Little White Oak Creek Little Branch Creek Prong Beaver Creek Middle Creek Middle Creek Swift Creek Swift Creek Bassal Creek Crabtree Creek Durham and Southern Railway Sycamore Creek Horse Creek Smiths Creek Branch Creek Perry Creek Reedy Creek Smiths Creek Tom Creek Beaverdam Creek Buffalo Creek Hominy Creek Little River Terrible Creek
V. THOROUGHFARE PLAN

The recommended thoroughfare plan for Wake County is shown in Figure 5. Elements of the plan are initially classified as urban or rural. The areas around Raleigh-Cary-Garner, Apex, Fuguay, Wendell, Zebulon, and Wake Forest are delineated as urban thoroughfare planning areas since mutually approved thoroughfare plans are in effect for these municipalities.

Only major thoroughfares classified as to either freeway or other, existing or proposed, are shown within the urban thoroughfare planning areas in Figure 5. This was necessary due to the limited amount of detail that can be shown on the county level.

Principal Arterials

The principal arterial routes in Wake County that will serve primarily interstate and statewide travel are as follows:

1.	I-40 -	Including the proposed Raleigh to Benson connector
2.	US 1 -	Sections not already four-laned will need to be
		widened by the year 2000 from NC 55 to the Chatham County line.
3.	US 64 -	The section from Knightdale to the Neuse River
		should be widened to 6 lanes and the section from
		NC 55 to the Chatham County line will need to be
		four-laned.
4.	US 64 -	US 64 New location. From US 64 Business near
-		Wendell to Raleigh southern Beltline at SR 2544
		(Sunnybrook Rd.).
5.	US 70 -	From proposed I-40 (to Benson) to the Johnston
•••	00 / 0	County line.
6	Proposed	Outer Loop
2.	rioposed	oucer roop.
1.	US 264	

Minor Arterials

The minor arterials in conjunction with the principal arterial system form a network which links the cities and larger towns of the region. The minor arterial routes that are included in the plan are as follows:

 US 70 - West of Raleigh.
 US 401 - From Raleigh to Harnett County via proposed US 401 Bypass around Fuguay.

¹For all the following recommendations, consult Chapter VII and Appendix A for more explicit details.

Collector Road System

The rural collector routes will serve primarily intracounty travel. The major collector roads will supplement the principal arterial and minor arterial systems by providing an interconnecting network between smaller population centers and connecting the smaller population centers to the arterial routes. The minor collector roads will collect traffic from the local roads and carry it to the higher system roads. Proposed major and minor collector roads of Wake County are as follows:

Major Collector Roads

1.	US	64 Bu	isiness - From US 64 to Wendell Planning Area and from Wendell Planning Cordon at Little Creek to Zebulon Planning Cordon at SR 2348 (Oil Mill Rd.). The latter sec-
2	TTC	2613	Eren Zehulen Dienning Conden to Johnston County
4.	05	204A	- From Zebulon Planning Cordon to Jonnston County.
3.	05	401 -	and from Fuquay Planning Cordon to Franklin County, Four lanes will be required from SR 2042 (Fox Rd.) to Franklin County Line.
4.	NC	39 -	From Franklin County to Johnston County.
5.	NC	42 -	From Johnston County to Harnett County minus
•••			Fucuar Planning Area.
6	NC	50 -	The section from Strickland Rd (SR 1829) to NC
•••			98 will need to be 4-laned.
7	NC	54 -	From Durham County to Raleigh Planning Cordon at
		51	SP 1762 (Wilson Rd) The section from the north
			Morrisville city limits to Wilson Pd will need
			four lang
0	NC	==	Tour lanes. Exam Durbam County to Harnott County minus the
٥.	NC	55 -	From Durham County to Harnett County minus the
			Apex and Fuquay planning areas. The encire fouce
•		25	will be over capacity and need four fanes.
9.	NC	96 -	From Franklin County to SR 2337 (John Borrow Rd.)
			and from Zebulon Planning Cordon at Johnston County.
10.	NC	97 -	From US 64 Bus. to Franklin County minus Zebulon
			Planning Area.
11.	NC	98 -	Four lanes will be needed from SR 1917 (Harrison
			Rd.) to the proposed NC 98 bypass in Wake Forest.
12.	SR	1003	(Eagle Rock Rd.) From US 401 to Johnston County.
13.	SR	1004	(Old US 70) - From Raleigh Planning Cordon at
			SR 2560 (Auburn Rd.) to Johnston
			County.
14.	SR	1005	(Six Forks Rd.) - From SR 1829 (Strickland Rd.) to
			Raleigh Planning Cordon. The
			section from SR 1829 to SR 2016
			(Hawkins Rd.) will require 4 lanes.
15.	SR	1007	(Poole Rd.) - From Wendell Planning Cordon at SR
			1003 (Eagle Rock Rd.) to Raleigh
			Planning Cordon at SR 2636. The
			section from Hodge Rd. to US 64 will
			require four lanes. A new two lane
			section is proposed from SR 1003 to
			SR 2049 (Forestville Rd.).
			26



THOROUGHFARE PLAN MAY 27, 1981

	LEGEND	
PRINCIPAL ARTERIALS	EXISTING	PROPOSED
INTERSTATE		
OTHER		
MINOR ARTERIALS		
MAJOR COLLECTORS		
MINOR COLLECTORS		
URBAN MAJOR THOROUGHFARE		
URBAN FREEWAY OR EXPRESSWAY		
URBAN THOROUGHFARE PLANNING AREA BOUNDARY		

ADOPTED BY WAKE COUNTY COMMISSIONERS ON

RECOMMENCED APPROVAL BY PLANNING AND RESEARCH

ACOPTED BY N. C. BOARD OF TRANSPORTATION ON





SCALE

Collector Road System

The rural collector routes will serve primarily intracounty travel. The major collector roads will supplement the principal arterial and minor arterial systems by providing an interconnecting network between smaller population centers and connecting the smaller population centers to the arterial routes. The minor collector roads will collect traffic from the local roads and carry it to the higher system roads. Proposed major and minor collector roads of Wake County are as follows:

Major Collector Roads

1.	US	64 Bu	isiness - From US 64 to Wendell Planning Area and from Wendell Planning Cordon at Little Creek to Zebulon Planning Cordon at SR 2348 (Oil Mill Rd.). The latter sec-
2	TTC	2613	- From Zobulon Planning Cordon to Johnston County
4.	110	401	- From Zebulon Flamming Condon to Jonniston County.
э.	05	401 -	and from Fuquay Planning Cordon to Harnett County, Four lanes will be required from SR 2042 (Fox Rd.) to Franklin County Line.
4.	NC	39 -	From Franklin County to Johnston County.
5	NC	42 -	From Johnston County to Harnett County minus
•••			Fuguay Planning Area.
6	NC	50 -	The section from Strickland Rd (SR 1829) to NC
0.	110	50	98 will need to be 4-laned
7	NC	51 -	From Durham County to Balaigh Blanning Cordon at
1.	NC	54 -	SR 1762 (Wilson Rd.). The section from the north Morrisville city limits to Wilson Rd. will need
•			iour lanes.
8.	NC	55 -	From Durham County to Harnett County minus the
			Apex and Fuquay planning areas. The entire route
			will be over capacity and need four lanes.
9.	NC	96 -	From Franklin County to SR 2337 (John Borrow Rd.) and from Zebulon Planning Cordon at Johnston County.
10	NC	97 -	From US 64 Bus to Franklin County minus Zebulon
10.	10	<u> </u>	Planning Area
	110	00	Fighting Area.
14.	NC	98 -	Four lanes will be needed from SR 1917 (Harrison
			Rd.) to the proposed NC 98 bypass in wake Forest.
12.	SR	1003	(Eagle Rock Rd.) From US 401 to Johnston County.
13.	SR	1004	(Old US 70) - From Raleigh Planning Cordon at
			SR 2560 (Auburn Rd.) to Johnston
			County.
14	CD	1005	(Six Forks Rd.) - From SR 1829 (Strickland Rd.) to
14.	JK	1003	Raleigh Planning Cordon. The section from SR 1829 to SR 2016 (Hawkins Rd.) will require 4 lanes.
15.	SR	1007	(Poole Rd.) - From Wendell Planning Cordon at SR
£9.	51	1007	1003 (Eagle Rock Rd.) to Raleigh Planning Cordon at SR 2636. The section from Hodge Rd. to US 64 will require four lanes. A new two lane section is proposed from SR 1003 to SR 2049 (Forestville Rd.).
			26



	and the second	

16. SR 1010 (Old NC 42) - From Apex Planning Cordon at SR 1379 (Penny Rd.) to Johnston County. 17. SR 1371 (Lake Wheeler Rd.) - From Raleigh Planning Cordon at SR 1379 (Penny Rd.) to SR 1375 (Simpkins Rd.). This section will require four lanes. 18. SR 1375 (Simpkins Rd.) - From US 401 to SR 1010 (Old NC 42). Four lanes will be required here. 19. SR 1652 (N. Harrison Rd.) - From Raleigh Planning Cordon to William B. Umstead State Park entrance. Four lanes will be needed. 20. SR 1829 (Strickland Rd.) - From SR 2000 (Falls of the Neuse Rd.) to NC 50. This section will require five lanes. 21. SR 1923 (Thomson Mill Rd.) - Relocate on 4-lane section to connect SR 2000 & NC 98. SR 1945 (Mitchell Rd.) - From NC 98 to US 401. 22. 23. SR 2000 (Falls of the Neuse Rd.) - From SR 1829 to Raleigh Planning Cordon. The section from SR 1829 to SR 2016 will need 4 lanes. SR 2406 - From Zebulon Planning Cordon to Franklin County. 24.

- 25. Proposed connector from proposed outer loop to proposed US 401 bypass around Fuquay. This connector and the outer loop will serve as a NC 55 relocation.
- 26. Proposed Southern Parkway. From Durham County at South Square to US 70.
- 27. Proposed industrial access near Wake Forest. A two lane road is proposed on 4-lane right-of-way between SR 2000 and US 1.

Minor Collectors

1.	SR	1001	(Wakefield Rd.) - From Zebulon Planning Cordon to Franklin County.
2.	SR	1002	(Airport Rd.) - From SR 3015 to proposed Outer Loop.
3.	SR	1005	(Six Forks Rd.) - From SR 1829 to NC 98. This section will require four lanes.
4.	SR	1006	(Old Stage Rd.) - From Raleigh Planning Cordon at SR 2711 (Bud Buffaloe Rd.) to Johnston County. The section SR 2711 to SR 1010 (Old NC 42) will
			require four lanes.
5.	SR	1011	(Old US 1) - Apex Planning Cordon to Chatham County.
6.	SR	1100	(Wagstaff Rd.) - From Fuquay-Varina Planning Cordon at railroad tracks to SR 1101 (Wilburn Rd.).
7.	SR	1101	(Wilburn Rd.) - From SR 1100 to SR 1115 (Holle- mans Crossroad Rd.).

8.	SR	1110	(Maynard) - From Fuquay-Varina Planning Cordon at railroad tracks to Wilbon.
9.	SR	1115	(Hollemans Crossroad Rd.) - From Holly Springs to Hollemans Crossroads.
10.	SR	1127	(Welfare Rd.) - From Hollemans Crossroads to New Hill.
11.	SR	1141	(New Hill Rd.) - From New Hill to Chatham County.
12.	SR	1152	(Holly Springs Rd.) - From Raleigh Planning Cordon at Swift Creek to SR 1153 (Old Holly Springs) at Apex.
13.	SR	1153	(Old Holly Springs) - From SR 1152 to Apex Plan- ning Cordon. This is a dirt road that will need to be paved.
14.	SR	1160	(Hunter St.) - From Apex Planning Cordon at Beaver Creek to Chatham County.
15.	SR	1300	(Kildare Farm Rd.) - From Cary Planning Cordon at Swift Creek to SR 1379 (Penny Rd.).
16.	SR	1301	(Sunset Lake) - From Harnett County to Fuquay- Varina Planning Cordon.
17.	SR	1301	(Sunset Lake) - From SR 1393 to SR 1152.
18.	SR	1375	(Lake Wheeler Rd.) - From SR 1010 to SR 1393 (Bass Lake Rd.).
19.	SR	1379	(Penny Rd.) - From SR 1382 to S 1010. Five lanes will be needed from SR 1382 to Lake.
20.	SR	1381	(Yates Mill Rd.) - From SR 1379 (Penny Rd.) to Raleigh Planning Cordon at SR 1382 (Wilson Rd.).
21.	SR	1382	(Wilson Rd.) - From SR 1380 (Avon Atkins Rd.) to SR 1379 (Penny Rd.). Five lanes will be needed.
22.	SR	1393	(Bass Lake Rd.) - From US 401 to SR 1152 (Holly Springs Rd.).
23.	SR	1611	(Old Jenks Rd.) - From Apex Planning Cordon to NC 55.
24.	SR	1613	(Stone Rd.) - From Apex Planning Cordon to SR 3014.
25.	SR	1615	(Greenlevel Rd.) - From NC 55 to Raleigh Planning Cordon.
26.	SR	1642	(Nelson to Raleigh-Durham Airport) - From Durham County to proposed Outer Loop at SR 1644 via a proposed connector.
27.	SR	1822	(Leesville Rd.) - From SR 1837 (Baker Rd.) to Raleigh Planning Cordon at SR 3211.
28.	SR	1829	(Strickland Rd.) - From SR 1839 to NC 50.
29.	SR	1834	From SR 1829 (Strickland Rd.) to NC 50.
30.	SR	1837	(Baker Rd.) - From US 70 to Leesville. Four lanes will be needed.
31.	SR	1839	(Bliss Rd.) - From Durham County to SR 1829 (Strickland Rd.).
32.	SR	1907	(Newlite Rd.) - From NC 98 to Granville County.
33.	SR	1909	(Mason Pond Rd.) - From SR 1917 to Wake Forest Planning Cordon.
34.	SR	1917	(Harrison Rd.) - From NC 98 to SR 1909 (Mason Pond Rd.).
35.	SR	1942	(Juniper St.) - From Wake Forest Planning Cordon at SR 1943 (Brame Rd.) to Franklin County.

36.	SR	2000	(Falls of the Neuse Rd.) - From SR 1829 (Strick- land Rd.) to NC 98. This section will require four lanes.
37.	SR	2006	(Mt. Vernon Church Rd.) - From SR 1005 (Six Forks Rd.) to US 401.
38.	SR	2012	(Litchford Rd.) - From SR 2000 to Raleigh Plan- ning Cordon at SR 2013 (T. Quarry Rd.).
39.	SR	2045	(Burlington Mills Rd.) - From US 1 to SR 2049 (Forestville Rd.).
40.	SR	2049	(Forestville Rd.) - From Wake Forest Planning Cordon at Austin Creek to US 401 and US 64 to SR 1007.
41.	SR	2051	(Burlington Mills Rd.) - From SR 2049 to US 401.
42.	SR	2215	(Buffalce Rd.) - From Raleigh Planning Cordon to SR 2234. The section from the Raleigh Planning Cordon at the Neuse River to SR 2217 will require four lanes.
43.	SR	2217	(Allen Store Rd.) - From US 64 to SR 1003 (Eagle Rock Rd.).
44.	SR	2224	(Mitchell Mill Rd.) - From US 401 to NC 96.
45.	SR	2233	(Wade Harris Rd.) - From US 64 to SR 1007 (Poole Rd.).
46.	SR	2234	(Cozart Rd.) - From SR 2215 (Buffalce Rd.) to SR 1003 (Eagle Rock Rd.).
47.	SR	2308	(Fowler) - From SR 2329 to NC 96.
48.	SR	2320	(Avon Privette Rd.) - From SR 1003 to NC 97 minus
10		2220	Zebuion Flanning Area.
49.	JK	2329	to SR 2308 (Fowler).
50.	SR	2345	(Loop Rd.) - From Zebulon Planning Cordon to Johnston County.
51.	SR	2349	(Morphus Bridge Rd.) - From SR 2352 (Corbin Rd.) to Zebulon Planning Area.
52.	SR	2352	(Corbin Rd.) - From SR 2349 to SR 2353 (Morphus Bridge Rd.).
53.	SR	2353	(Morphus Bridge Rd.) - From Wendell Planning Area to SR 2352.
54.	SR	2358	(Lake Glad Rd.) - From Wendell Planning Cordon at SR 2361 (Old Nowell Rd.) to SR 1003.
55.	SR	2516	(Hodge Rd.) - From US 64 to Poole Rd. This sec-
56.	SR	2542	(Rock Quarry Rd.) - From Raleigh Planning Cordon
57.	SR	2547	(Log Cabin Rd.) - From Raleigh Planning Cordon at SR 2876 to SR 2700.
58.	SR	2556	From SR 2542 to SR 1004.
59.	SR	2700	(Mt. Herman Church Rd.) - From SR 2547 (Log Cabin
		0.7.7.1	Rd.) to Johnston County.
60.	SR	2751	(HILLTOP RG.) - From US 401 to NC 42.
6⊥.	SR	2754	(Rawi Rd.) - From NC 42 to SR 2765 (Paul Honey- cutt Rd.).
62.	SR	2765	(Paul Honeycutt Rd.) - From SR 2754 to Fuquay- Varina Planning Cordon.

63. SR 2767 (Sutton Rd.) - From NC 55 to Fuguay-Varina Planning Cordon.

64. SR 2770 (Trash Pile Rd.) - From Harnett County to Fuquay-Varina Planning Cordon.

65. SR 3014 From NC 55 to NC 54.

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66. SR 3015 From Morrisville at NC 54 to SR 1002 (Airport Rd.).

67. Proposed Dixie Trail Extension - From Hillsborough St. to SR 1382. It will be five lanes.

Scheduled Improvements To Thoroughfare System

The North Carolina Transportation Improvement Program has been developed and approved by the Board of Transportation, to keep the citizens of North Carolina abreast of current developments in the State's Highway system, to emphasize the ongoing nature of highway planning, and to invite local input into the planning process.

The Program is reviewed and updated by the Board of Transportation on an annual basis, and a seven-year project planning schedule has been established. This sixth annual update in 1979, like the original program, provides an ambitious project schedule. Projects approved by the Board of Transportation and included in the Program represent the highest priority street and highway needs from all across the State as they are currently understood. There are many other greatly needed projects which could not be included and reasonably balance the Program with expected revenues.

The following is a list of projects that are scheduled in the Transportation Improvement Program (TIP) for Wake County:

1.	I-40 -	Sunnybrook	Rd. to S.	Saunders	St.,	six lane	free-
		way on new	location.	(Fiscal	year	1981, TI	P num-
		ber I-7)					
2	T-40 -	NC 54 South	to S Sal	inders St	fou	r and sig	lane

- 2. 1-40 NC 54 South to S. Saunders St., four and Six fane freeway on new location. (Fiscal year 1980, TIP number I-8)
- 3. I-40 Raleigh Beltline to I-95, four lane freeway on new location. (Fiscal year 1980, TIP number I-10)
 - US 1 US 401 to Wake Forest bypass, widen existing roadway to four lanes. (Under construction, TIP number R-34)
- 5. US 1 Richland Creek to Youngsville, widen existing roadway to four lanes. (Fiscal year 1982, TIP number R-205)
- 6. Apex SR 1153 (Old Holly Springs), SR 1011 (Old US 1) to town limits, widen to 24 ft. (Under construction, TIP number U-5551)

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7.	<pre>Apex - SR 1307 (Chatham St.) SR 1160 (Hunter St.) to Jones St., widen and resurface. (Fiscal year 1980, TIP number U-655A)</pre>
8.	Apex - SR 1011 (Salem St.), NC 55 to north Apex city limits, resurface. (Fiscal year 1980, TIP number U-755A)
9.	Cary - Harrison Ave., Chatham St. to NC 54, widen existing roadway to multilane facility. (Fiscal year 1982, TIP number U-216)
10.	Cary - New Connector Western Blvd., I-40 to SR 1415 (May- nard Rd.), multilane facility on existing roadway. (Fiscal year 1980, TIP number U-505)
11.	Cary - Walnut St., US 1 to Maynard Rd., widen existing roadway to multilane facility. (Fiscal year 1985, TIP number U-605)
12.	Cary - SR 1101 (Wilburn Rd.) and SR 1616 (High House Rd.), realign intersection. (Fiscal year 1980, TIP num- ber U-755B)
13,	Fuquay-Varina - SR 1179 (Bridge St.) south of SR 1110 (Maynard) to Washington St., resurface. (Fiscal year 1980, TIP number U-655E)
14.	Fuquay-Varina - SR 2767 (Sutton Rd.), SR 2770 (Trash Pile Rd.) east to Fuquay-Varina city limits, resurface. (Fiscal year 1980, TIP number U-755E)
15.	Fuquay-Varina - US 401 and NC 42, change turning radius. (Fiscal year 1980, TIP number U-755F)
16.	Garner - Timber Dr., NC 50 to US 70, multilane facility on new location. (Fiscal year 1985, TIP number U-604)
17.	Garner - SR 2562 (New Rand Rd.), Main St. to south city limits, widen and resurface. (Fiscal year 1980, TIP number U-655F)
18.	<pre>Knightdale - SR 2233 (Wade Harris Rd.), SR 2049 (Forest- ville Rd.) south to Knightdale city limits, resurface. (Fiscal year 1980, TIP number U-755H)</pre>
19.	Raleigh - Beltline, US 64 to Sunnybrook Road, four-lane freeway on new location. (Fiscal year 1981, TIP number U-63)
20.	Raleigh - Dawson-McDowell Streets Ext. to US 401, extend existing roadway. (Fiscal year 1980, TIP num- ber U-83)
21.	Raleigh - Halifax St. Wade Ave. Ext., multilane roadway on new location. (Post year, TIP number U-210)
22.	Raleigh - Lake Boone Trail, Beltline to SR 1664 (Blue Ridge Rd.) and Blue Ridge Rd., Wade Ave. to Du- raleigh Rd., widen to multilane facility. (Fis- cal year 1980, TIP number U-514)
23.	Raleigh - Hammond Rd., Rush St. to US 70, multi-lane road- way on new facility. (Fiscal year 1982, TIP number U-515)
24.	Raleigh - Person-Blount St. Ext., connector to Rush St. (Under construction, TIP number I-7C)
25.	Raleigh - Falls of Neuse Rd., Quail Ridge Rd. to north city limits, widen to multilane facility. (Fiscal year 1980, TIP number U-603) 33

26.	Raleigh -	SR 1319 (Franklin Rd.), US 1 to Waters Edge Drive, curb and gutter section on east side. (Fiscal year 1980, TIP number U-655 I)
27.	Raleigh -	SR 1005 (Six Forks Rd.) 0.06 miles north of SR 1819 to city limits, widen and resurface. (Fiscal year 1980, TIP number U-755K)
28.	Wake Fores	st - Elm Ave. and Franklin St., Brooks Ave. to NC 98, extension. (Fiscal year 1980, TIP number U-755)
29.	Wake Fores	st - US 1-A, modify catch basins within Wake Forest. (Fiscal year 1980, TIP number U-755L)
30.	Wendell -	US 64 Bus., curb and gutter to east town limits. (Under construction, TIP number U-555N)
31.	Wendell -	SR 2355 (Third St.), SR 1007 (Poole Rd.) to NC 231, resurface. (Fiscal year 1980, TIP number U-655K)
32.	Wendell -	SR 1007 (Poole Rd.), SR 2355 (Third St.) south to city limits, widen. (Fiscal year 1980, TIP number U-755M)
33.	Wendell -	NC 231, SR 2355 south to city limits, widen. (Fiscal year 1980, TIP number U-755N)
34.	Zebulon -	NC 97, SR 2406 to eastern city limits, widen and resurface. (Fiscal year 1980, TIP number U-655L)
35.	Zebulon -	SR 2348 (Oil Mill Rd.), SR 2349 (Morphus Bridge Rd.) east to NC 96, resurface. (Fiscal year 1980, TIP number U-7550)
36.	Raleigh -	Peace St., Glenwood Ave. to St. Marys St. and from Halifax St. to Person St., widen to multi- lane facility. (TIP number C 603)
37.	Raleigh -	Woodburn Ave Clark Ave. intersection, pro- vide turn lanes on both streets and upgrade signal. (TIP number C 622)

VI. DESIGN REQUIREMENTS

Design requirements for thoroughfares vary according to the desired capacity and level of services to be provided. Universal standards in the design of thoroughfares are not practical. Each road section must be individually analyzed and its design requirements determined on the basis of amount and type of projected traffic, existing capacity, desired level of service, and available right-of-way.

The level of service is a function of the ease of movement experienced by motorists using the facility. The ability of a motorist to drive at a desired speed is dependent upon the physical design of the road; the amount and character of traffic control devices; the influence and character of traffic generated by abutting property; and imposed speed restrictions. The level of service is generally indicated by the over-all travel speed experienced by traffic. Recommended minimum levels of service for roads and highways included in the proposed Wake County Thoroughfare Plan are given in Table $\frac{1}{4}$.

Facility	Cverall Travel Speed During Peak Traffic Conditions
Major and Minor Arterials	50-55 MPH
Major Collector Roads	45-50 MPH
Minor Collector Roads	40 MPH

Table 4. Minimum Levels of Service for Roads and Highways in Wake County

From the standpoint of driver convenience, ease of operation, and safety, it would be desirable to widen all existing roads and highways to provide a minimum lane width of 12 feet. However, when considering overall statewide needs and available highway revenues, it is found that these levels of improvement applied statewide would be impractical. It is necessary, therefore, to establish minimum tolerable widths for existing roads with respect to traffic demands which would be economically feasible. Table 5 gives the widths used in determining the existing lane deficiencies in the county.

¹The overall speed is the total distance traveled divided by the total time required, including all traffic delays.

ADT	Principal Arterials	Minor Arterials	Collectors
Over 2,000	11	11	11
400-2,000	-	10	10
100- 400	-	10	9
Below 100	-	_	9

Table 5. Minimum Tolerable Lane Widths (in feet)

Using historic traffic volume trends, information obtained in the capacity deficiency analysis, and tolerable lane width standards, rural road and highway improvements needed in Wake County were defined and are listed in <u>Appendix A</u>. Recommended pavement cross sections for roads to be widened were either 20 feet, 22 feet or 24 feet, depending upon the anticipated traffic and function of the facility. Typical cross sections recommended by the Thoroughfare Planning Unit are shown in Figure 6.

TYPICAL THOROUGHFARE CROSS SECTIONS







FOUR LANES DIVIDED WITH MEDIAN - RURAL





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TYPICAL THOROUGHFARE CROSS SECTIONS (CONTINUED)



TWO LANES - RURAL

Cross section "A" is typical for controlled access freeways. The 46 foot grassed median is the minimum desirable median width, but there could be some variation from this depending upon design considerations. Slopes of 8:1 into 3 foot drainage ditches are desirable for traffic safety. Right-ofway requirements would typically vary upward from 228 feet depending upon cut and fill requirements.

Cross section "B" is typical for four lane divided highways in rural areas which may have only partial or no control of access. The minimum median width for this cross section is 30 feet, but a wider median is desirable. Design requirements for slopes and drainage would be similar to cross section "A", but there may be some variation from this depending upon right-of-way constraints.

Cross section "C", seven lane urban, and cross section "D", five lane urban, are typical for major thoroughfares in urban areas where frequent left turns are anticipated as a result of abutting development or frequent street intersections.

Cross sections "E" and "F" are also used on major thoroughfares where left turns and intersecting streets are not as frequent. Left turns would be restricted to a few selected intersections.

Cross section "G" is recommended for urban boulevards or parkways to enhance the urban environment and to improve the compatibility of major thoroughfares with residential areas. A minimum median width of 24 feet is recommended with 30 feet being desirable.

Typical cross section "H" is recommended for major thoroughfares where projected travel indicates a need for four travel lanes, but is not excessively high; left turning movements are light; and right-of-way is restricted. An additional left turn lane would probably be required at major intersections.

Thoroughfares which are proposed to function as one-way traffic carriers would typically use cross section "I". Cross section "J" and "K" are usually recommended for minor thoroughfares since these facilities usually serve both land service and traffic service functions. Cross section "J" would be used on those minor thoroughfares where parking on both sides is needed as a result of more intense development.

Cross section "L" is used in rural areas or for staged construction of a wider multilane cross section. On some thoroughfares projected traffic volumes may indicate that two travel lanes will adequately serve travel for a considerable period of time.

The curb and gutter urban cross sections all illustrate the sidewalk adjacent to the curb with a buffer or utility strip between the sidewalk and the minimum right-of-way line. This permits adequate setback for utility poles. If it is desired to move the sidewalk further away from the street to provide additional separation for pedestrians or for aesthetic reasons, additional right-of-way must be provided to insure adequate setback for utility poles.

Right-of-ways shown for the typical cross sections are the minimum rights-of-way required to contain the street, sidewalks, utilities, and drainage facilities. Cut and fill requirements may require either additional right-of-way or construction easements. Obtaining construction easements is becoming the more common practice for urban thoroughfare construction.

If there is sufficient bicycle travel along the thoroughfare to justify a bicycle lane or bikeway, additional rightof-way may be required to contain the bicycle facilities. The North Carolina Bicycle Facility and Program Handbook should be consulted for design standards for bicycle facilities.

Recommended design standards relating to maximum and minimum grades, minimum sight distances, maximum degree of curve and related superelevation, and other considerations for thoroughfares are given in <u>Appendix B</u>. This Appendix gives definitions and design standards recommended for inclusion in subdivision regulations.

¹The North Carolina Bicycle Facility and Program Handbook, Barton-Aschman Associates, Inc., April, 1975.

VII. CONSTRUCTION PRIORITIES AND COST ESTIMATES

Recommended priorities for construction or implementation of proposals and their estimated costs (in 1980 dollars) are listed in Table 6. It should be noted that Table 6 is only an estimate and it is flexible. The county and the Department of Transportation should revise the priorities as time progresses to best suit the demands placed on the road system.

Cost estimates for widening of roads to bring them up to AASHTO design standards (Table 5) are also given in Table 6. Priorities for these improvements should be continually monitored by the county and the Division Engineer so that as additional funds become available (Chapter VIII) they can be implemented.



TABLE 6

CONSTRUCTION PRIORITIES AND COST ESTIMATES

PRI	ONLEY AND HIGHWAY SECTION	RECOMMENDED	LENGTH OF PROJECT	C0	ST ESTIMATES	1000 131
		CROSS SECTION	IN MILES	CONSTRUCTION		TOTAL
		лия	ACTPAL ARTERIALS	(0		
-	US 64-Neuse R. to SR 2233	¥	n	2,610	0	2,610
N	US 64-Chatham County to 4-14 Section At NC 55	ule B	3.5	3,650	1,510	5,160
с.	. US 1-Chatham County To 4-Lar Section At NC 55	le A	8	7,660	0	7,660
4	Outer Loop-US 1 At Gresham's Lake To US 70 At SR 16	1 102 B	12	17,730	12,240	29,970
	Outer Loop-US 70 To 1-40	Q	4	5, 850	1,640	7,490
	Outer Loop-1-40 To SR 1300	A	16	30,600	10,500	57,100
ŝ.	Outer Loop-SK 1300 To Propos I-40 (To Benson)	led A	14	35,010	16,240	52,050
9	Outer Loop-Proposed 1-40 to US 1 At Gresham's Lake	4	14	010,55	16,240	50,050
1	US 64 New Location-Beltline To US 64 Business AL					
	Wendell	¥	10	23,650	1,000	30,650
		IW .	INOR ARTERIALS			
1	US 401-Bypass Around Fuguay US 401-Bypass At Fuguay	-	2	3,700	1,680	5, 380
	Planuing Cordon To 4- Lane Section	4	0.5	960	230	1,190
		MA.	JOR COLLECTORS			
-	NC 55-Basal Creek To US 1	B and D	L	4,350	3,100	7,450
N	NC 30-5K 2362 10 JOHNSCON County	Ľ	6	1,740	0	1,740

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TABLE 6 (continued)

CONSTRUCTION PRIORITIES AND COST ESTIMATES

CHORDS SERTION HILS CHOLOS SERTION HILS CHOLOS (H.1.000) (H.1.001) (H.1.01)	3. US 4. NC 5. SR				(000) [2]	(000.14)	000'1¢)
3. US 401-SR 2042 TO SR 2224 B 1.5 1.550 560 2.110 4. RC 99-RC 90 Extendent R0.10 B 4 4.240 2.440 6.000 5. SR 123 (Strickland R1.) B 3.1 1.5 3.100 1.0 3.10 4.100 6. RC 50 (Strickland R1.) B 3.1 1.5 3.100 1.0 3.100 4.100 7. R123 (Strickland R1.) B 1.2 1.00 3.100 1.00 3.100 4.100 7. US 401-SR 70 B B 1.2 1.100 3.100 7.610 9. US 401-SR 81407 LILL B B B 1.5 1.100 7.610 9. US 401-SR 81407 LILL B B B 5 3.100 0.700 3.100 9. US 401-SR 81407 Strickland 81. B B 1.5 3.100 2.130 2.130 9. US 401-SR 814103 B B B B 3.100 2.130 2.130 9. US 401 B B B B 2.230 2.130 2.130 9. US 401 B	3. US 4. NC 5. SR		CROSS SECTION	MILES	CONSTRUCTION	kow	TOTAL.
4. (C 9)-(C 0 4) (C 0 4) 4. (C 2 5)-(C 0 4) 2, 440 5, 400 5, 410 5, 400 5, 410 5, 400 5, 410 5, 4	4. NC 5. SR	401-SK 2042 To SK 2224	11	1.5	1,550	560	2,110
5. SR 1293 (Strickhant M.1)- b 4 4,120 2,140 2,140 4,170 6. (K 23-Furtham Contry To US of St (A) is, 200 100 370 4,170 1,700 1,700 4,170 7. (15 Sar 234 To Franklin B 12 6,370 1,700 3,100 7,010 7. (15 Contry Huma Exturting B 12 6,370 1,700 8,190 9. (15) Contry Huma Exturting B 1.5 1,510 3,100 7,010 9. (15) Contry Huma Exturting B 1.5 1,100 3,100 7,010 9. (15) Contry Huma Exturting B 1.5 1,100 2,190 7,010 9. (15) Contro Hustoling B 1.5 1,100 2,190 2,190 9. (16) Cost String Milling B 1.5 1,100 2,500 2,190 9. (17) Mais - String Direct Lupe (14) 10. (104 kr A1-(15) String 110 Direct Lupe (14) Direct Lupe (14) Dire	5. SR	98-NC 98 Bypass Around				0440	1.00
$0. \times 0.00$ 0.000 </td <td>NG . 0</td> <td>Wake Folest to 5K 1917</td> <td>a</td> <td>7</td> <td>4,240</td> <td>055'7</td> <td>0,000</td>	NG . 0	Wake Folest to 5K 1917	a	7	4,240	055'7	0,000
0. MC S3-Forthan Contry To b 12 6, J'0 1, 780 8, 150 7. US 401-SM 2223 TO Franklin SM 2234 TO Franklin b 5, 120 7, 610 7, 610 9. US 64 bus-SN 2343 TO Little County Hinus Exturbins b 1, 550 3, 100 7, 610 9. US 64 bus-SN 2343 TO Little County Hinus Exturbins b b 3, 100 7, 610 9. US 64 bus-SN 2343 TO Little County Hinus Exturbins b b 5, 530 5, 730 9. US 64 bus-SN 2343 TO Little County Hinus Exturbins b b 3, 100 7, 610 9. MC 50-SN 200 GetN B b b 5, 3, 100 0, 1, 700 9. MC 50-SN 200 County To Us C0 D 1, 3, 100 1, 3, 100 0, 1, 370 0, 100 10. MC 42)-SN 100 L 1, 1, 5 3, 100 1, 370 0, 1, 370 0, 100 11. SN 100 Mot 50 L 1, 3, 230 1, 370 1, 370 1, 700 12. SN 100 Mot 50 L 1, 3 1, 370 1, 700 1, 700 13. Outer Looy Connectore-FO US		SK 2000 To NC 50	n	3.5	3, 600	370	4,170
γ . Us fully structured for the county future franklin county future franklin county future franklin county future franklin county future franklin county future franklin creek litidge freat future defi 0 1 0 0 0	6. NC	55-Durham County To US 64					
7. US 401-5K 2224 To Franklin B. 5 4.510 3.100 7.610 9. US 4 bus - SK 234 To Little County Minus Extualing B 1.5 1.550 5.730 9. US 60-5K 1037 TO NC 90 B 6 3.160 2.550 5.730 9. NC 50-5K 1037 TO NC 91 B 6 3.160 2.550 5.730 9. NC 50-5K 1037 TO NC 91 B 6 3.160 2.550 5.730 10. NC 54-5K 1702 TO NOLT B 6 3.160 2.550 5.730 11. SK 1010 (014 K 42)-5K 1179 D 1.5 2.230 1.60 2.190 11. SK 1010 (014 K 42)-5K 1179 D 1.5 3.710 1.60 2.190 12. SK 1007-5K 2516 TO SK 2614 D 1.5 3.710 1.60 2.190 13. Nucle Loop Contractors TO US L 1.5 3.710 1.60 2.190 14. A AN CSO Douter Loop Contractors TO US L 1.5 3.10 1.70 1.70 15. St 1007-5K 516 TO SK 2814 D D 3.5 3.10 1.40 0.70 14. A AN Wordia Linka Mach -Fould		SK 2764	3	12	6, 370	1,780	8,150
County Minus Existing B US 4,510 3,100 7,610 B US 6 BusSR 2343 TO Little B 1.5 1,550 640 2,190 9 Cock Buidge Neal Weit B 1.5 1,550 640 2,190 9 NC 59-581 1029 TO NOITH B 6 3,100 2,550 5,730 9 NC 59-581 1029 TO NOITH B 6 3,100 2,550 5,730 10 NC 59-581 1029 TO NOITH B 6 3,100 2,550 5,730 11 St 100 104 K 42)-881 137 D 1 3,000 0 3,060 12 St 100 St 8,010 D 1.5 3,100 1,370 4,700 13 Outer Loop Connectora-To US L 1.5 3,100 1,370 4,700 14 Lake Muscle ref. St 1375 St 1391 D 1.370 1,370 4,700 14 Lake Muscle ref. St 1371 D 1.5 <td>7. US</td> <td>401-SR 2224 To Franklin</td> <td></td> <td></td> <td></td> <td></td> <td></td>	7. US	401-SR 2224 To Franklin					
B. US 64 BusSR 238 TO Little B. U.S 64 BusSR 238 TO Little 4.510 3.100 7.010 B. US 50-841 Note: Creek Bridge Near Weit- B. U.S 50 3.110 7.100 3.100 7.510 9. NC 50-841 1762 TO NOLTH B. D. B. D. 1.5 1.550 640 2.190 9. NC 50-841 1762 TO NOLTH B. D. 6 3.100 2.530 5.730 9. NC 50-841 1762 TO NOLTH B. D. 1.5 3.100 2.530 5.730 10. NG 54-581 1762 TO NOLTH D. D. 1.3 3.100 7.00 $0.2.390$ 11. SH 1010 (old re 42)-SH 1179 D. 1.3 3.710 1.620 2.130 12. SH 1007 (stat 200 D. 1.55 3.710 1.620 2.390 1.600 13. Outer Loop Contectora-To US L 1.5 3.710 1.700 1.00 1.700 14. Lake Nucclear Hd. (SH 1371 D. D. 3.5310 1.310 1.730 4.910 4.910 13. Outer Loop To SH 1301 D. D. 3.5310 D. 1.740		County Minus Existing					
0. US 64 BusSK 3349 To Little 0. US 64 BusSK 1249 To Little 0. UC 50-5K 1022 TO NOL 10 0. UC 54-5K 1022 TO NOL 10 1. SK 1010 (014 MC 42)-5K 113/9 1. SK 1010 -5K 2516 TO 5K 2614 1. SK 1010 -5K 2516 TO 5K 2614 1. Autorectors-FO US 1. Au		4 Lanca	Ð	B.5	4,510	3,100	1,610
9. RC 50-5K Bridge Weat Weit- Bridge Weat Weit- Bridge Weat Weit- Bridge Weitberlage 1.5 1.550 5.730 5.700 5.700 5.700 5.700 5.7200 5.7200 5.700 5.7	0. US	64 BusSR 2348 To Little					
9. NC 50-58 lu29 To NC 94 B 6 3,100 2,550 5,730 10. NC 54-58 l129 To Notth Notthe City D 3 3,100 2,550 5,730 11. SR 1010 (01d NC 42)-58 l1379 D 1 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 0 3,000 1,000 2,000 <td></td> <td>Creek Bridge Near Wen-</td> <td>2</td> <td>2</td> <td>1 660</td> <td>640</td> <td>001 6</td>		Creek Bridge Near Wen-	2	2	1 660	640	001 6
9. NG 54-58 [162 7 to No.11] 0. (5 4 - 58 [162 7 to No.11]) 0. (5 4 - 58 [162 7 to No.11]) 0. NG 54 - 58 [162 7 to No.11]) 0. (1 - 51 - 58 [162 7 to St 20]) 0. (1 - 51 - 58 [162 7 to St 20]) 11. SR 1010 [01d NC 42] - 58 [170 11] 1. (1 - 51 - 58 [162 7 to St 20]) 0. (1 - 52 - 59 - 51 - 58 [160 2 - 51 - 39]) 12. SR 1007 - 58 2516 To SR 2514 10 1 1. (1 - 5 - 5 - 58 [160 2 - 51 - 39]) 1. (1 - 5 - 5 - 58 [160 2 - 51 - 39]) 13. Outer Loup Connectora-To US 1 1. (1 - 5 - 5 - 3 - 3) 1. (1 - 5 - 5 - 3) 1. (1 - 5 - 5 - 3) 14. Lake Wheeler Hd. [58 [130] 1 1. (1 - 5 - 5 - 3) 3. (1 - 3) 4. (1 - 3) 14. Lake Wheeler Hd. [58 [130] 1 1. (1 - 3 - 3) 1. (1 - 3) 4. (1 - 3) 15. St 1371 To US 401 1 1 0. (1 - 3) 1. (1 - 3) 4. (1 - 3) 15. St 1371 To US 401 1 1 1 0. (1 - 3) 1. (1 - 3) 1. (1 - 3) 15. St 1371 To US 401 1 1 1 1 1 1. (1 - 3) 1. (1 - 3) 1. (1 - 3) 15. St 1371 To US 401 10 1. (1 - 3) 1. (1 - 3) 1. (1 - 3) 1. (1 - 3) 1. (1 - 3) 15. St 1371 To US 401 <td></td> <td>dell 60 ch 1030 ma NG 60</td> <td>•</td> <td>c · 1</td> <td>00001</td> <td>055 0</td> <td>061.7</td>		dell 60 ch 1030 ma NG 60	•	c · 1	00001	055 0	061.7
11. SN 100 (014 MC 42)-SN 1379 1 3, 960 0 3, 960 0 3, 960 0 3, 960 0 3, 960 0 3, 960 0 3, 960 5, 330 2, 390 2, 390 2, 390 2, 390 4, 700 2, 390 4, 700 4		00-00 10 6701 00-00	9	2	001 'F		
11. SR 1010 (01d MC 42) - SK 1379 0 3, 100 0.06 50 3, 310 1, 620 5, 330 12. SR 1007 - SR 2516 TO SR 2614 1 1 5 3, 710 1, 620 5, 330 13. Outer Loop Connectors - TO US 1 1 5 3, 710 1, 620 5, 330 13. Outer Loop Connectors - TO US 1 1 4 5 3, 710 1, 700 14. Lake Mucelet Rd. (St 1371 1 1 4 5 3, 340 1, 370 4, 700 14. Lake Mucelet Rd. (St 1371 1 1 1 4 5 3, 340 1, 490 4, 870 15. St 1375 (Simpkins Rd.) - SK 1 1 1 1 1 1070 1, 490 4, 870 15. St 1375 (Simpkins Rd.) - SK 1 1 1 1 1 1070 15. St 1375 (Simpkins Rd.) - SK 1 1 1 1 1, 100 1, 1070 13. St 1375 (Simpkins Rd.) - SK 1 1 1 1 1, 110 1, 1070 16. Southern Parkway-butham 1 1 1 1 1	10. MC	BT-BR 1/02 10 NOLUN MARTINUTION CITV					
11. SN 1010 (01d MC 42)-SN 1379 1. 1.5 3.710 1.620 5.330 12. SN 1007-SN 5516 TO SN 2514 D 1.5 2.230 1.600 5.310 12. SN 1007-SN 5516 TO SN 2516 TO SN 2516 D 1.5 2.230 1.600 5.390 13. ONLER LADP CONNECTORS TO US L 45 3.310 1.370 4.700 14. Lake Muceter Rd. (SN 1371 And SN 1375) L 45 3340 1.740 4970 15. SN 1375 Simpkins Rd.)-SN B 1 0 35 3340 1.740 4970 15. SN 1375 Simpkins Rd.)-SN B 1 1 0.40 4.070 16. Southern Farkway-Dutham G 1 1 1.10 310 1420 17. SN 1007 Grouty To 05 401 S.000 1 1.000 0 1400 16. Southern Farkway-Dutham G 1 1 1.110 310 1420 17. SN 1007 Grouty To 0.5 1 5 1110 0 1400 0 1400 18. NC 50-4044 <td< td=""><td></td><td>Limits</td><td>9</td><td></td><td>3.860</td><td>0</td><td>3,860</td></td<>		Limits	9		3.860	0	3,860
To NC 50 To NC 50 L 13.5 3,710 1,620 5,330 22 SH 1007-SR 2516 TO SR 2614 D L 4.5 2,230 1,620 5,330 13. Outer Loop Connectora-To US L 4.5 3,340 1,370 4,700 14. hake Wheeler Hd. (SH 1371 L 4.5 3,340 1,370 4,700 14. hake Wheeler Hd. (SH 1371 B L 4.5 3,340 1,370 4,700 15. SH 1375 (Simpkius Rd.)-SH B L B 3.5 3,340 1,940 4,870 15. SH 1375 (Simpkius Rd.)-SH B L B 1 640 4,30 1,070 15. SH 1375 (Simpkius Rd.)-SH B L B 1 070 1,070 17. To SR 1003 C L L 1,110 310 1,070 16. Southen Fatkway-Untham C L 1,110 310 1,740 17. SR 1007 (Foole Rd.)-SK 1003 L S 1,140 00 1,140 17. SR 1007 (Foole Rd.)-SK 1003 L S 1,140	IL. SR	1010 (014 NC 421-SH 1379	•				
[2] SR 1007-SR 2516 TO SR 2514 D 1.5 2.230 1.60 2.390 [3] Outer Loop Connectors-TO US L 4.5 3.310 1.370 4.700 [4] Lake Wheeler Kd, (5K 1371 L 4.5 3.310 1.370 4.700 [4] Lake Wheeler Kd, (5K 1371 L 4.5 3.310 1.370 4.700 [5] St 1375 (Simpkins Rd.)-St B 1 1 640 430 1.070 [5] St 1375 (Simpkins Rd.)-St B 1 1 640 430 1.070 [5] St 1375 (Simpkins Rd.)-St B 1 1 640 430 1.070 [6] Southern Fatkway-Dutham G 1 1 1.100 310 1.420 [6] Southern Fatkway-Dutham G 1 1 1.110 310 1.420 [7] SR 1007 (Froole Rd.)-St 1003 L 2 1 1.110 310 1.420 [6] Southern Fatkway-Dutham G L 1.110 310 1.420 1.420 [7] SR 1007 (Froole Rd.)-St 1003 L S 1.1100 0 1.420		To NC 50	L	13.5	3,710	1,620	5, 330
13. Outer Loop Connectors-To US 1. Outer Loop Connectors-To US 1. 4.5 3.310 1.370 4.700 14. Lake Muccler Rd. (5k 1371 And St 1375 St 1371 1. 4.5 3.5 3.130 1.370 4.870 17. S St 1301 And St 1375 St 1301 B 3.5 3.340 1.490 4.870 5. St 1371 To SK 1010 B 1 1 640 430 1.740 6. Southen Fatway-Unitham G 1 1 1 1.420 4.810 7. St 1077 For 018 B 1 1 1.110 310 1.420 7. St 1077 For 018 B 1 1 1.110 310 1.420 7. St 1007 For 018 L 2 1 1.110 310 1.420 7. St 1007 For 018 L 2 1 1.110 310 1.400 7. St 1007 For 018 L 2 1 1.110 0 1.110 8. NO 50-108 St 2049 L L 2.5 1.1400 0 1.110<	12. SH	1007-SH 2516 To SR 2614	9	1.5	2,230	160	2,390
401 bypass 1, 1.4ke Muscher Kd. (5K 1371) 1, 310 1, 370 4, 700 1. ake Muscher Kd. (5K 1371) And 5K 1375) 5K 1301 B 3.5 3, 300 1, 370 4, 700 5. Sk 1375 (5impkins kd.)-sk B 1 0 1, 040 430 1, 070 6. Southern Farkway-Dunham G 1 1 640 430 1, 070 1. St 1007 (Foole kd.)-sk 1003 L 5 1, 110 310 1, 420 7. Sk 1007 (Foole kd.)-sk 1003 L 5 1, 110 310 1, 740 7. Sk 2049 L 5 1, 110 310 1, 740 8. NC 50-NC 98 To Granville Co. 22' 5 1, 110 0 1, 110 9. NC 54-Durham County To North 22' 2 2 1, 110 0 1, 110 9. NC 50-NC 98 To Granville Co. 22' 2 1, 110 0 0 1, 110 9. NC 54-Durham County To North 22' 2 1, 400 0 1, 400 10. NC 90-NC 98 Bypaus To Frank- 22' 4 0.00 0 1, 400	110 . Cut	er Loop Connectors-To US					
14. Lake Wheeler Md. (5k 1371 b 3.5 3,380 1,490 4,870 5. Sk 1375 Sk 1301 b 3.5 3,380 1,490 4,870 5. Sk 1375 Simpkins Rd.)-sk b 1 1 640 430 1,070 6. Southern Farkway-Dutham 6 1 1 1 640 430 1,420 16. Southern Farkway-Dutham 6 1 1 1 1,110 310 1,420 17. Sk 1007 (Poole Md.)-sk 1003 L 5 1,110 310 1,420 17. Sk 1007 (Poole Md.)-sk 1003 L 5 1,110 310 1,740 17. Sk 2049 To Sk 2049 L 2.5 1,110 0 1,400 18. NC 50-BC 98 To Granville Co. 22' 5 1,110 0 0 1,110 19. NC 54-Dutham County To Morth 22' 5 1,400 0 1,400 0 1,400 10. K 59-Dutham County To Morth 22' 2.5 1,400 0 1,400 0 1,400 10. K 90-KC 98 Bypaus To Frank- L<		401 bypass	г	4.5	015,5	1,370	4,700
And Sk 1375) Sk 1301 b 3.5 3.300 $1,490$ $4,010$ 15. St 1375 (Simpkins kd.)-Sk 13 640 430 $1,070$ 15. St 1375 (Simpkins kd.)-Sk 640 430 $1,070$ 16. Southern Parkway-Dutham 6 1 1 100 $1,100$ 1100 17. Sk 1007 (Poole kd.)-Sk 1003 L 5 $1,110$ 310 $1,420$ 17. Sk 1007 (Poole kd.)-Sk 1003 L 5 $1,140$ 600 $1,740$ 18. NC 50-HC 98 TO Granville Co. 22^2 5 $1,140$ 600 $1,100$ 19. NC 59-HC 98 TO Granville Co. 22^2 2.5 $1,140$ 600 $1,100$ $0. NC 99-HC 98 TO Granville Co. 22^2 2.5 1,400 0 1,400 0. NC 99-HC 98 Bypass To Frank- 22^2 2.5 1,400 0 1,400 0. NC 99-MC 98 Bypass To Frank- 22^2 2.5 1,400 0 0.00 0. NC 99-MC 98 Bypass To Frank- 22^2 10.5 1,600 0 1,600 <$	14. I.ak	e Wheeler Kd. (SN 1371					
To SK 1010 F. 0 SK 1010 J. 300 J. 490 A. B/10 $5. SK 1375$ (Singkins kd.)-SK B 1 640 430 $1,070$ $6. Southern Farkway-Dunham 6 1 1 640 430 1,070 6. Southern Farkway-Dunham 6 1 1 1 640 430 1,070 6. Southern Farkway-Dunham 6 1 1 1,070 430 1,070 6. Southern Farkway-Dunham 6 1 1 1,10 310 1,070 7. SK 1007 (Poole kd.)-SK 1003 L S 1,110 310 1,740 7007 (Poole kd.)-SK 1003 L S 1,110 0 1,100 0 1,110 7007 (Poole kd.)-Stankink korth County To Morth 22^2 2.5 1,400 0 1,400 0 1,400 10. C 90-MC 98 Bypass To Frank 22^2 2.5 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 <$		And SR 1375) SR 1301					
15. SR 1375 (Simpkins Rd.)-SR 1 1 0 10 1 0 0 1 0 0 1 0		To 5R 1010	1	3.5	3, 380	1,490	4, 870
1371 10 1371 0 430 1,070 15 Southern Farkway-Dutham 6 1 1,10 310 1,420 17 SR 1007 (Proole Rd.) - 5K 1003 1 1 1,110 310 1,740 17 SR 1007 (Proole Rd.) - 5K 1003 L 5 1,110 310 1,740 18 NC 50-HC 9B TO Granville Co. 22' 5 1,110 0 1,110 19. NC 50-HC 9B TO Granville Co. 22' 5 1,110 0 1,110 19. NC 50-HC 9B TO Granville Co. 22' 5 1,110 0 1,110 19. NC 50-HC 9B Bypass To Krank- L 25 1,400 0 1,400 10. NC 9U-HC 9B Bypass To Frank- 22' 4 600 0 1,400 20. NC 9U-HC 9B Bypass To Frank- 22' 4 600 0 1,400 21. NC 9U-HC 9B Bypass To Frank- 22' 4 600 0 1,600 21. NC 42-Johnston County To 10.5 1,600 0 1,69	15. SR	1375 (Simpkins Rd.)-SK					
16. Southern Farkway-Durham 10 1,420 17. Su 1007 (Fuole Rd.)-Su 1003 1 5 1,110 310 1,420 17. Su 1007 (Fuole Rd.)-Su 1003 1 5 1,140 600 1,740 18. NC 50-10 98 To Granville Co. 22' 5 1,110 0 1,110 19. NC 54-Durham County To North 22' 5 1,110 0 1,110 19. NC 54-Durham County To North 22' 2.5 1,400 0 1,400 19. NC 54-Durham County To North 22' 2.5 1,400 0 1,400 20. NC 9U-RC 98 Express To Frank- 22' 4 600 0 1,400 20. NC 9U-RC 98 Express To Frank- 22' 4 600 0 1,400 21. NC 42-Jolnaton County To 22' 4 600 0 1,690 21. NC 42-Jolnaton County To 22' 4 0.5 1,690 0 1,690 22. NC 97-IS 264 To Franklin 22' 10.5 1,690 0 1,690 0 1,690		1371 To US 401	n	1	640	130	1,070
(7) SR 1007 (Fronk To 05 70) (6) (1) <td< td=""><td>16. Sou</td><td>thein Parkway-Durham</td><td></td><td>8</td><td></td><td></td><td></td></td<>	16. Sou	thein Parkway-Durham		8			
17. SR 1007 (Foole Kd.)-SK 1003 L 5 1,140 600 1,740 18. NC 50-PIC 9B TO Granville Co. 22' 5 1,110 0 1,110 19. NC 59-DILBam County To North 5 1,110 0 1,110 0 1,110 19. NC 59-DILBam County To North 22' 2.5 1,400 0 1,400 20. NC 9U-NC 9B Bypass To Frank- 22' 2.5 1,400 0 1,400 20. NC 9U-NC 9B Bypass To Frank- 22' 4 600 0 0 0 21. NC 91-NC 9B Bypass To Frank- 22' 4 600 0 1,400 0 1,400 22. NC 91-NC 9B Bypass To Frank- 22' 4 600 0 0 1,400 21. NC 42-Johnston County To 22' 4 600 0 1,690 21. NC 42-Johnston County To 22' 10.5 1,690 0 1,690 22. HC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690		County To US 70	c	-	1,110	310	1,420
NC SN S049 L S 1,140 600 1,740 19. NC 50-URC 98 To Granville Co. 22' 5 1,110 0 1,110 19. NC 54-Durtham County To North 5 1,110 0 1,110 0 1,110 19. NC 54-Durtham County To North 22' 5 1,400 0 1,110 20. NC 98 Bypass To Fiank L 2.5 1,400 0 1,400 20. NC 98 Bypass To Fiank 22' 4 600 0 1,400 21. NC 94 Bypass To Fiank 22' 4 600 0 1,600 21. NC 42-Johnston County To 22' 4 600 0 1,690 22. NC 97-0S 264 To Fianklin 22' 10.5 1,690 0 1,690	17. SR	1007 (Poole kd.)-SN 1003					
18. NC 50-HC 98 To Granville Co. 22' 5 1,110 0 1,110 19. NC 54-Durham County To North city fimits of Morris- L 2.5 1,400 0 1,400 20. NC 90-WC 98 Bypass To Frank- L 2.5 1,400 0 1,400 20. NC 90-WC 98 Bypass To Frank- L 2.5 1,400 0 1,400 21. NC 94-Johnston County To 22' 4 600 0 600 21. NC 42-Johnston County To 22' 4 600 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690		To SR 2049	L	'n	1,140	009	1, 740
19. NC 54-Durtham County To North city Limits of Morris- L 2.5 1,400 0 1,400 20. NC 90-NC 90 Bypass To Frank- L 2.5 1,400 0 600 20. NC 90-NC 90 Bypass To Frank- 22' 4 600 0 600 21. NC 42-Johnston County To 22' 4 600 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690	18. NC	50-HC 98 To Granville Co.	22.	3	1,110	0	1,110
City Limits of Morris- L 2.5 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 1,400 0 600 200	19. NC	54-Durham County To North					
ville L 2.5 1,400 0 1,400 20. NC 9U-NC 9U Bypass To Frank- 22 4 600 0 600 21. NC 92-Johnstonnty 22' 4 600 0 600 21. NC 42-Johnstonnty 70 22' 4 600 0 600 22. NC 42-Johnston 701 And Harnett 22' 10.5 1,690 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690		City Limits of Morris-			٠		
20. NC 90-NC 90 Bypass To Frank- 22' 4 600 0 600 21. NC 42-Johnston County To 22' 4 600 0 600 21. NC 42-Johnston County To 22' 10.5 1,690 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690		ville	Ŀ	2.5	1,400	0	1,400
lin County 22' 4 600 0 600 2 <th2< th=""> 2 <th2< th=""></th2<></th2<>	20. NC	90-MC 98 Bypass To Frank-					
21. NC 42-Johnston County Yo US 401 And Marnett County To SK 1103 22. NC 97-US 264 To Franklin		lin County	22.	4	600	0	600
US 401 And Marnett 22' 10.5 1,690 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 1,690 0 1,690	21. NC	42-Johnston County To					
County To Sk 1103 22' 10.5 1,690 0 1,690 22. NC 97-US 264 To Franklin 22' 10.5 10.5 1,690 0 1,690		US 401 And Harnett					
22. NC 97-US 264 To Flanklin		County To Sk 1103	22.	10.5	1,690	0	1,690
	22. NC	97-US 264 To Franklin					

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TABLE 6 (continued)

CONSTRUCTION PRIORITIES AND COST ESTIMATES

CHOOSE SECTION MILES CONSTRUCTION KOM TOTAL. 3. WC 96-JUNIED COULLY TO 201 1.1 240 0 240 4. SK 1004 (011d us 70)-sK 2337 TO FLANKLIN 201 1.1 21 1.9 0 240 4. SK 1004 (011d us 70)-sK 2357 221 1.2 1.2 1.9 0 1.9 5. SR 1003 (coll charty 221 4.5 1.7 0 0 1.9 5. SR 1003 (coll charty 221 4.5 1.7 0 0 1.9 5. SR 1007 (coll charty 221 2.2 4.5 0 0 1.7 5. SR 1007 (coll charty 221 2.5 4.1 0 0 1.7 0 1.7 7. SR 1007 (coll charty 221 2.5 4.10 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0 1.7 0	FRI	ORITY AND INGHWAY SECTION	RECOMMENDED	LENGTH OF PROJECT IN	000 (\$1,000)	ST ESTIMATES (\$1,000)	(\$1,000)
3. W. 96-Johnston County To 20° 1.5 240 0 240 W. 96-St 2317 To Franklin 20° 1.5 21 1.930 0 1.930 W. 96-St 2317 To Franklin 22° 12 1.930 0 1.930 S. 81 100 ³ (Gald S 70)-Sk 2560 22° 4° 9° 0 1.930 S. 81 103 ⁵ (Gald S 70)-Sk 2503 22° 4° 9° 0 0 1.930 S. 81 103 ⁵ (Gald S 70)-Sk 2503 22° 4° 7° 9° 0 1.760 0 1.760 S. 81 103 ⁵ (Gald ML)-Sk 2049 L 2° 4° 2° 1°			CROSS SECTION	MILES	CONSTRUCTION	KOW	TOTAL
RC 96-58 2337 7 Franklin 20 1.9 1.9 1.9		NC.96-Johnston County To		_	340	v	240
WC 90-Statisty To Franktin 221 12 1,930 0 1,930 4. SR 1004 (Old SS 70 - Johnston County 2.21 4. 9.90 0 9.90 5. SR 1003 (Eagle Rock Rd.) 2.21 4. 5. 1,760 0 1,760 5. SR 1003 (Eagle Rock Rd.) 2.21 4. 5. 7.50 0 1,760 5. SR 1003 (Eagle Rock Rd.) 2.21 4. 5. 7.50 0 1,760 5. SR 1007 (Foole Rd.) 2.21 3 540 0 7.50 9.0 7. SR 1007 (Foole Rd.) 2.21 3 540 0 7.50 9.0 8. SR 2405 UL Larkin County 2.21 2.5 410 0.52 9.00 9.0 9.0 9. SR 1652 (H. Hartison Hd.) 2.21 2.21 2.21 1.1 1.0 1.0 1.910 9. SR 1007 (Foole Rd.) 2.21 0.52 2.00 0 0 1.0 9. SR 1007 (Foole Rd.) 2.140 1. 2.00 0.52		2N 234/	.07	r.1	017	þ	
4. SR 100 (01d 05 70)-SR 2560 22 4 9 9 5. SR 100 (01d 05 70)-SR 2360 22 4 5 9 9 5. SR 100 (sayle kock Rd.) 22 8 5 7 9 9 5. SR 100 (sayle kock Rd.) 22 8 5 9 0 1 750 8. 100 (sayle kd.)-SR 2049 L 22 3 540 0 9		NC 96-SR 2337 TO FLANKIIN	100	61	050 1	U	01930
a . Six 1004 (0.01) $(0.01 - 0.0) = 0.5 \times 1004$ (0.01) $(0.01 - 0.0) = 0.5 \times 1004$ (0.01) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 1003 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 1003$ b . Six 2016 (5.01 - 0.0) $(0.01 - 0.0) = 0.5 \times 10.0$ b . Six 2016 (5.01 - 0.0	,	county su soot told us dol su sted	. 77	14		2	
5. SR 1003 (Exate Rock Rd.)- 005 410 (State Rock Rd.)- SR 1003-SR 2305 TO Johnston 221 $B.5$ $1,760$ 0 $1,760$ 6. SR 1945 (Mitchell Rd.)-MC 90 221 3.5 540 0 540 7. SR 1007 (Foole Rd.)-SR 2049 L Z 610 240 0.5 7. SR 1007 (Foole Rd.)-SR 2049 L Z 610 240 0 9. SR 1007 (Foole Rd.)-SR 2049 L Z 610 240 0 0 9. SR 1007 (Foole Rd.)-New Z Z 910 0 0 0 9. SR 1007 (Foole Rd.)-New Z Z 910 0 0 0 0 0. SR 1007 (Foole Rd.)-New Z Z 0 0.52 900 0 0 0. SR 1007 (Foole Rd.)-New L G 0.52 0 0 0 0 0. SR 1003 To SR 2049 L L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		The Town of the To	221	4	068	0	068
0.5 H 103 for 35 221 0.5 1.700 0.5 1.700 0.5 1.700 0.5 H 103 for 0.5 0.5 0.5 1.700 0.5 0.5 0.5 0.5 H 103 for 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 R 1007 (Foole Rd.) -SR 2049 1.5 2.2 0.10 0.5 0.5 0.5 0.5 0.5 R 1007 (Foole Rd.) - MeW 2.2 2.5 0.10 0.5 0.5 0.5 0.5 St 1657 (W. Harrison Rd.) - 0.5 0.5 0.5 0.5 0.90 0.90 0.5 St 1607 (W. Harrison Rd.) - 0.5 0.5 0.5 0.5 0.90 0.90 0.5 St 1607 (W. Harrison Rd.) - 0.5 0.5 0.5 0.5 0.90 0.90 0.5 St 1607 (W. Harrison Rd.) - 0.5 0.5 0.5 0.5 0.5 0.90 0.90 0.5 St 1607 (W. Harrison Rd.) - 0.5 0.5 0.5 0.5 0.5 0.90 0.5 0.5 0.5	u	ch hard a back by h-	1	,			
SR 1007-SR 2365 To Johnston 20 4.5 750 0 750 6. SH 1945 (Mitchell Rd.)-NC 90 22 3 540 0 540 7. SR 1007 (Poole Rd.)-SR 2049 L 2 6 10 240 950 7. SR 1007 (Poole Rd.)-SR 2049 L 2 6 10 240 950 8. SR 2306-beaverdam Creek To 22' 2.5 410 0 900 900 9. SR 1057 (Poole Rd.)-New L 2 0.52 900 0 900 900 9. SR 1057 (Poole Rd.)-New L 0 0.52 910 0 910 900 0. SR 1007 (Poole Rd.)-New L 0 0.52 910 1740 1791 1910 1. SR 1057 (Poile Rd.)-New L 0 0.52 910 1.740 1791 1910 1. SR 2016 To SR 1029 N.M. L 0 1.6 1.740 1791 1.910 1. SR 2016 To SR 1029 N.M. D 0.52 2.16 1.740 1.910 1.910 1. SR 2016 G SIX POIR Rd.] <td>7</td> <td>an 1003 (Eagle Noon Nd.)⁻ US 401 to SR 2237</td> <td>22'</td> <td>6.8</td> <td>1,760</td> <td>0</td> <td>1,760</td>	7	an 1003 (Eagle Noon Nd.) ⁻ US 401 to SR 2237	22'	6.8	1,760	0	1,760
6. Stription from 20^{1} 4.5 750 0 750 7. Stription from 44^{1} -NC 90 22' 3 540 0 740 7. Stription from 44^{1} -NC 90 22' 3 540 0 540 8. Stription from 44^{1} -NC 90 22' 2 610 240 850 9. Stription from 44^{1} - 2 2 610 240 850 9. Stription from 44^{1} - 2 2 910 0 900 9. Stription from 44^{1} - 2 0 52 910 0 910 9. Stription from 44^{1} - 2 0 52 910 0 910 9. Stription from 44^{1} - 2 0 0 52 910 0 910 9. Stription from 54^{1} - 2 0 0 52 910 0 910 9. Stription 54^{1} - 0 0.52 910 0 92 910 910 9. Stription 54^{1} - 0 0.52 0 0 92 910 910 1. Stription 54^{1		SR 1003-SR 2365 To Johnston					
0. SH 195 (Mitchell Md.)-MC 90 22' 3 540 0 540 7. SH 1007 (Poole Md.)-SR 2049 1 2 610 240 850 8. St 206-Beaverdam Creek To 22' 2.5 410 0 410 9. SH 1007 (Poole Md.)-SR 2049 1 2 2 610 240 850 9. SH 1652 (M. Harrison Hd.)- 2 2 2.5 4110 0 410 9. SH 1652 (M. Harrison Hd.)- 2 0.52 900 0 900 900 9. SH 1652 (M. Harrison Hd.)- 2 0.52 900 0 910 900 900 9. SH 1603 (N. Harrison Hd.)- 6 4,300 1.740 170 1.910 1. SH 1003 (Six Forks Md.)- 1 1.6 1.740 170 1.910 1. SR 2006 (Falls of The No.) New 1.6 1.740 170 1.910 1. SR 2000 (Falls of The No.) New NINOR COLLECTORS 2.170 210 2.360 1. SR 2000 (Falls of The No.) New NINOR COLLECTORS 1.740 1.70 2.300 1. SR 2000 (Falls of The No.) New		County	201	d. b	750	0	750
Total Total <thtola< th=""> <thtotal< th=""> <thto< td=""><td></td><td>SK 1945 (Mitchell Rd.)-NC 98</td><td></td><td></td><td></td><td></td><td></td></thto<></thtotal<></thtola<>		SK 1945 (Mitchell Rd.)-NC 98					
7. SR 1007 (poole Rd.)-SR 2049 L 2 e10 240 850 8. SR 2006 Heaverdam Greek To 22' 22' 2.5 910 0 410 9. SR 1052 (M. Harrisoun Rd.)- 3 22' 2.5 910 0 910 9. SR 1052 (M. Harrisoun Rd.)- G 0.52 900 0 910 9. SR 1057 To 1-40 G 0.52 900 0 910 0. SR 1007 To SR 2049 L G 0.52 900 0 910 1.003 To SR 2049 L G 0.52 910 1,740 170 1,910 1. SR 1005 To SR 1029 D D 1.6 1,740 170 1,910 1. SR 2016 To SR 1029 D D D 2 2 2,110 2,100 2,340 1. SR 2016 To SR 1029 D D D D 2 2,110 1,910 1,910 1. SR 2016 To SR 1029 D D D D 2 2,110 2,120 2,130 1. SR 2016 To SR 1020 D D D<		To US 401	22	3	540	0	540
To SR 2516 L 2 610 240 650 9. SR 1652 (N. Harrison Rd.)- 22' 2.5 410 0 410 9. SR 1652 (N. Harrison Rd.)- 3 38. 3005 To 1-40 6 9.00 0 900 0. SR 1007 (Poole Rd.)-New 0. SR 1001 0.52 2.5 410 0 900 0. SR 1007 (Poole Rd.)-New 0. SR 2049 L 6 4,300 1,910 900 1. SR 1007 (Poole Rd.)-New 0 0.52 900 0 900 900 1. SR 2016 To SR 1029 D 1.6 1,740 170 1,910 1. SR 2016 To SR 1029 D D 1.6 1,740 170 1,910 1. SR 2000 (Falls of The Neuse)-SR 1029 To SR 2000 D 2 2,170 2,190 2,130 1. SR 2000 (Falls of The Neuse)-SR 1029 To SR 2000 D 2 2,170 2,10 1,310 1. SR 2000 (Falls of The Neuse)-SR 1029 To SR 2000 D 2 2,170 2,10 2,300 2. SR 2000 (Falls of The Neuse)-SR 2000 D D 2 2,170 2,10 </td <td>7.</td> <td>SR 1007 (Poole Rd.)-SR 2049</td> <td></td> <td></td> <td></td> <td></td> <td></td>	7.	SR 1007 (Poole Rd.)-SR 2049					
8. Sk 2406-Beaverdam Creek To 22: 2.5 410 0 410 9. Sk 1652 (M. Harribou Rd.)-New Sk 1007 (Poole Rd.)-New 0 900 900 9. Sk 1652 (M. Harribou Rd.)-New Sk 1007 (Poole Rd.)-New 0 900 900 0. Sk 1007 (Poole Rd.)-New Aligument From Sh L 6 4,300 1,530 5,030 1. Sk 1005 (Falls Of The Nikyment From Sh L 6 4,300 1,740 1,70 1,910 1. Sk 2016 (Fo Sk 1029 D Nikok Coll.ECTOKS Nikok Coll.ECTOKS 1,740 1,70 2,300 1. Sk 2016 (Fo Sk 1029 D Z Z,170 Z Z 2,010 1. Sk 2016 (Fo Sk 1029 D Z <t< td=""><td></td><td>To SR 2516</td><td>L</td><td>2</td><td>610</td><td>240</td><td>850</td></t<>		To SR 2516	L	2	610	240	850
Franklin County $22'$ 2.5 410 0 410 9. SR 1655 [W. Harrisou Rd.) 6 0.52 900 0 900 0. SR 1007 (Poole Rd.) 6 0.52 900 0 900 0. SR 1007 (Poole Rd.) 6 0.52 900 0 900 1. SR 1005 (Six Forks Rd.) D D 1.5 1.740 1.791 1.910 1. SR 2016 (Falls of The Nucleon SR 1029 D D 1.6 1.740 1.70 1.910 1. SR 2016 (Falls of The Nucleon SR 1029 D D 1.6 1.740 1.70 1.910 1. SR 2010 (Falls of The Nucleon SR 1029 D D 2 2.170 2.100 2.300 1. SR 2010 (Falls of The Nucleon SR 2000 D 2 2.170 2.10 2.300 1. SR 2000 (Falls of The Nucleon SR 2000 D 2 2.170 2.10 2.300 2. SR 2000 (Falls of The Nucleon SR 2000 D D 2 2.170 2.10 2.300 2.300 <td< td=""><td>в.</td><td>SR 2406-Beaverdam Creek To</td><td></td><td></td><td></td><td></td><td></td></td<>	в.	SR 2406-Beaverdam Creek To					
9. SR 1652 (N. Harrison Md.)- 0 900 0 900 9100 701140 1700 1700 17910		Franklin County	22	2.5	410	0	410
0. SR 1007 (Poole Rd.) - 40 0 0.52 900 0 900 0 900 0. SR 1007 (Poole Rd.) - New SR 2049 L 6 4,300 1,530 5,630 1. SR 1005 (Six Forks Rd.) - SR 2016 TO SR 1029 D 1,740 1,710 1,910 1. SR 1005 (Six Forks Rd.) - D D 1.6 1,740 170 1,910 1. SR 2005 (Falls Of The News SR 1029 TO SR 1029 TO SR 1029 TO SR 1020 The News -SR 2006 D 2 2,170 2,190 2,300 1. SR 2006 (Falls Of The News -SR 1029 TO SR 2006 TO News -SR 2006 D 2 2,170 2,100 2,300 2. SR 2006 (Falls Of The News -SR 2000 L D 2 2,170 210 2,300 3. R 2006 (Falls Of The NC 99 G D 2 2,170 210 2,300 3. R 2006 (Falls Of The NC 99 G D 1,750 2,130 2,300 2,310 3. R 2006 (Falls Of The NC 99 G D 1,750 2,100 1,370 2,130 3. R 1005 (Six Forks Rd.) - D 1,750 2,100 1,370 2,100	9.	SR 1652 (N. Harrison Rd.)-					
0. SR 1007 (Poole Rd.)-New 6 4,300 1,530 5,630 1. SR 1003 To st 2049 L 6 4,300 1,530 5,630 1. SR 2016 To SR 1629 D 1.6 1,740 170 1,910 1. SR 2016 To SR 1629 D 1.6 1,740 170 1,910 1. SR 2016 To SR 1629 D 1.6 1,740 170 1,910 1. SR 2016 (Falls Of The Neuse)-SR 1629 To SR 2006 D 2 2,170 210 2,360 1. SR 2006 (Falls Of The Neuse)-SR 1005 TO SR 2006 TO SR 2006 D 2 2,170 210 2,340 2. SR 2006 (Falls Of The Neuse)-SR 2006 TO SR 2006 TO SI The Neuse)-SR 2006 TO SI SI FOR SR 2006 TO SI SI FOR SR 2000 D 1,370 2,320 2. SR 2006 (Falls Of The Si Si FOR SCENS-SR 2000 L 1.75 2,120 720 5,940 3. SR 2006 (Si FOR FOR SCENS-SR 2000 L D 1.75 1,370 0 1,370 3. SR 2006 (Si FOR FOR SCENS-SR 2000 L D 1.75 1,370 0 1,370 3. SR 2006 (Si FOR FOR SCENS-SR 2000 L D 1.75 1,370 0 </td <td></td> <td>SR 3005 To I-40</td> <td>Ċ</td> <td>0.52</td> <td>006</td> <td>0</td> <td>006</td>		SR 3005 To I-40	Ċ	0.52	006	0	006
Alignment From SR L 6 4,300 1,530 5,630 1. SR 1005 5 Six Forks Rd.) 003<		SR 1007 (Poole Rd.)-New					
1003 To SR 2049 L 6 4,300 1,530 5,630 1. SR 1005 (Six Forks Nd.)- D 1.6 1,740 170 1,910 1. SR 2016 To SR 1029 D 1.6 1,740 170 1,910 1. SR 2006 (Falls Of The Neuse)-SK 1029 To SR 1029 To SR 2006 D 2 2,170 2,190 2,300 1. SR 2006 (Falls Of The Neuse)-SK 1020 To SR 1020 D 2 2,170 210 2,300 SR 2006 Falls Of The Neuse)-SK 1005 To SR 1005 To SR 2006 To Neuse)-SK 2006 To Neuse)-SK 2000 D 2 2,170 210 2,300 SR 2005 Six Forks Rd.)- D 2 2,170 210 2,300 1ndustrial Access-SK 2000 L 1.75 1.370 0 1,370 2. St 1005 (Six Forks Rd.)- D 3.5 3,800 2,990 210 4,010 3. St 1005-bayleaf D D 3.5 3,990 210 4,010 3. St 1005-bayleaf D 3 3.5 3,990 210 4,010 3. St 1005-bayleaf D 3 3.5 3,990 210 4,010 <td></td> <td>Alignment From SR</td> <td></td> <td></td> <td></td> <td></td> <td></td>		Alignment From SR					
1. SR 1005 (Six Forks Rd.)- SR 2016 To SR 1929 D 1.6 1,740 170 1,910 1. SR 2000 (Falls Of The Neuse)-SR 1829 To SR 2006 MINOK COLLECTORS MINOK COLLECTORS 2 2,170 2,300 1. SR 2000 (Falls Of The Neuse)-SR 1829 To SR 2006 (Falls Of The Neuse)-SR 2006 To D 2 2,170 210 2,300 2. SR 2006 (Falls Of The Neuse)-SR 2006 To D 2 2,170 210 2,300 2. SR 2006 (Falls Of The Neuse)-SR 2000 D 2 2,170 210 2,300 2. SR 2005 (Falls Of The Neuse)-SR 2000 D 2 2,170 210 4,010 2. SR 2005 (Falls Of The Neuse)-SR 2000 L 1.75 1,370 0 1,370 2. SR 1005 (Six Fouls Rd.)- SR 1005 (Six Fouls Rd.)- SR 1005 (Six Fouls Rd.)- SR 1005 (Six fould Rd.)- SR 2015 (Buffaloe Rd.)- SR 2015 (Buffaloe Rd.)- 3.5 3.190 720 3.910 3. SR 2015 (Buffaloe Rd.)- SS SR 2015 (Buffaloe Rd.)- 3.5 3.190 720 3.910		1003 To SR 2049	L	9	4,300	1,530	5,830
sr 2016 To SR 1629 D 1.6 1.740 170 1.910 I. SR 2000 (Falls Of The Neuse)-SR 1829 To SR 2006 MINOR COLLECTORS 2 2.170 2.300 R 2000 (Falls Of The Neuse)-SR 1829 To SR 2006 D 2 2.170 210 2.340 SR 2000 (Falls Of The Neuse)-SR 1829 To SR 2006 D 2 2.170 210 2.340 SR 2000 (Falls Of The Neuse)-SR 2006 D C 6 5.120 720 5.040 R 2000 (Falls Of The Neuse)-SR 2006 L L 1.75 1.370 0 1.370 R 2000 (Falls Of The Neuse)-SR 2000 L L 1.75 1.370 0 1.370 R 1005 (Six Forks Rd.)- S S 3.5 3.600 2.990 2.00 3.250 S R 1005 (Strickland Rd.)- S S 3.5 3.190 720 3.910 S S R 2516 (Hodge Rd.)- G 3.5 3.190 720 3.910 3.910 S S R 2215 (Buffaloe Rd.)- G 3.5 3.190 720 3.910 3.910		SR 1005 (Six Forks Rd.)-					
MINON COLLECTORS MINON COLLECTORS Neuse)-SK 1829 TO SR 2006 S. 2,170 2,380 SR 2006 TO S. 2,170 2,380 SR 2006 TO S. 2,170 2,380 Neuse)-SK 2006 TO C 6 5,840 Neuse)-SK 2006 TO C 6 5,940 Neuse)-SK 2000 L 1.370 2,170 2,940 Neuse)-SK 2000 L 1.370 0 1.370 SK 1005-Bayleaf TO NC 90 C 6 5,940 3.5 2,940 SK 1005-Bayleaf TO NC 90 C 6 5,940 2 2,940 5 5 5 5 2,940 5 5 1 1 3 </td <td></td> <td>SR 2016 To SR 1029</td> <td>n</td> <td>1.6</td> <td>1,740</td> <td>170</td> <td>1,910</td>		SR 2016 To SR 1029	n	1.6	1,740	170	1,910
1. SR 2000 (Falls Of The Neuse)-SK 1829 TO SR 2006 Structure) -SK 1829 TO SR 2006 Falls Of The Neuse)-SK 1829 TO SR 2006 Falls Of The Neuse)-SK 2006 TO K 2100 (Falls Of The Neuse)-SK 2006 TO K 2100 (Falls Of The Neuse)-SK 2000 K 2100 K 2120 K 2100 K 2120 K 2120 K 2120 K 2100			NIW	OK COLLECTORS			
1. Sk 2000 (Falls Of The Sk 2006 (Falls Of The Sk 20062222222233 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
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SR 2006 SR 2006Ex 2006 Falls of TheD2 $2,170$ 210 $2,340$ SR 2000 (Falls of The NC 94NC 94NC 94 720 $5,840$ Na 94NC 94GG6 $5,120$ 720 $5,840$ Industrial Access-SR 2000L1.75 $1,370$ 0 $1,370$ 0 $1,370$ 2. SK 1005 (Six Forks Rd.)- SR 1005-BayleafD 3.5 $3,800$ 210 $4,010$ 3. SK 1005-BayleafD 3.5 $3,900$ 210 $4,010$ 3. SK 1005-BayleafD 3.5 $3,900$ 210 $4,010$ 3. SK 1005-BayleafD 3.5 $3,190$ 210 $4,010$ 4. SK 216 (Hodge Rd.)-US 64 TOC 3.5 3.190 720 $3,910$ 5. SK 2215 (Buffaloe Rd.)-G 3.5 3.5 $3,190$ 720 $3,910$		Newshard SK 1424 Tr					
SR 2000 (Falls Of The Neuse)-SR 2006 TO NC 99C65,1207205,040NC 90NC 90C65,1207205,040NC 91NC 92C65,1207205,040Industrial Access-SK 2000LL1.751,37001,3702. SK 1005 (Fails Rd.)-SK 1005 (Fails Rd.)-03.53,8002104,0103. SK 1829 (Strickland Rd.)-D3.53,29902603,2504. SK 1829 (Strickland Rd.)-L113101204305. SK 2015 (Budge Rd.)-US 64 TOG3.53.53,1907203,910		SH 2006	-	2	2.170	210	2.300
Neuse)-SK 2006 To NC 98C65,1207205,840NC 98NC 98SK 2006 To NC 91C65,1207205,840To Us 1To Us 1To Us 101,37001,3702. SK 1005 (Six Forks Rd.)- SK 1005-Bayleaf To NC 9803.53.8002104,0103. SK 1829 (strickland Rd.)- SK 1005-Bayleaf To NC 98013.2,9902603.2504. SK 216 (Hodge Rd.)-US 64 To SK 2215 (Buffaloe Rd.)-03.53.53.1907203.910		SP 2000 (Falls Of The	1				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		Neurel-Sk 2006 To					
Industrial Access-SK 2000 L 1.75 1,370 0 1,370 2. SK 1005 (Six Forks Rd.)- L 1.75 1,370 0 1,370 2. SK 1005 (Six Forks Rd.)- Sk 1005 (Six Forks Rd.)- D 3.5 3,800 210 4,010 3. SK 1005-bayleaf D 3.5 3,990 260 3,250 3. SK 1005-bayleaf D 3 2,990 260 3,250 3. SK 1005-bayleaf D 3 2,990 260 3,250 3. SK 1005-bayleaf D 3 2,990 260 3,250 3. SK 1005-bayleaf D 1 310 120 4,010 4. SK 2516 (Hodge Rd.)-US 64 TO G 3.5 3,190 720 3,910 5. SK 2215 (Buffaloe Rd.)- G 3.5 3,50 3,910 720 3,910		NC 98	c	9	5.120	720	5,840
To Us I To Us I L L 1.75 1,370 0 1,370 2. Sk 1005 (Six Forks Rd.)- Sx 1005 (Six Forks Rd.)- D 3.5 3,800 210 4,010 3. Sk 1005-bayleaf D 3.5 3,800 210 4,010 3. Sk 1005-bayleaf To NC 9B G 3 2,990 260 3,250 3. Sk 1005-bayleaf To NC 9B G 3 2,990 260 3,250 3. Sk 1005-bayleaf To NC 9B G 3 2,990 260 3,250 4. Sk 2b16 (Hodge Rd.)-US 64 To G 3.5 3,190 720 3,910 5. Sk 2215 (Buffaloe Rd.)- G 3.5 3,190 720 3,910		Industrial Access-SR 2000	,	ſ			
2. SR 1005 (Six Forks Rd.)- 3.5 3.600 210 4,010 SR 1029 TO Bayleaf D 3.5 3,800 210 4,010 SR 1025-Bayleaf TO NC 9B G 3 2,990 260 3,250 3. SR 1029 (strickland kd.)- C 1 310 120 430 4. SR 2516 (Hodge Rd.)- L 1 310 120 430 5. SR 2215 (Buffaloe Rd.)- G 3.5 3,190 720 3,910		To Bs 1	4	61.1	1.370	0	1,370
Sk 1829 To Bayleaf D 3.5 3,800 210 4,010 3: Sk 1005-Bayleaf To NC 9B G 3 2,990 260 3,250 3: Sk 1829 (strickland Rd.)- Sk 1829 (strickland Rd.)- 1 310 120 430 4: Sk 2516 (Hodge Rd.)-US 64 To G 3.5 3.190 720 3910 5: Sk 2215 (Buffaloe Rd.)- G 3.5 3.190 720 3,910	5.	SR 1005 (Six Forks Rd.)-					
Sk 1005-bayleaf To NC 98 G 3 2,990 260 3,250 3. Sk 1829 (strickland kd.)- Sk 1829 (strickland kd.)- 1 310 120 430 4. Sk 2516 (hodge kd.)-US 64 TO G 3.5 3,190 720 3,910 5. Sk 2215 (buffaloe kd.)- 6 3.5 3,190 720 3,910		SK 1829 To Bayleaf	D	3.5	3,800	210	4,010
3. SR 1829 (Strickland Rd.)- 1 310 120 430 4. SR 2516 (Hodge Rd.)-US 64 TO G 3.5 3,190 720 3,910 5. SR 2215 (Buffaloe Rd.)- 6 3.5 3,190 720 3,910		SK 1005-Bayleaf To NC 98	3	e	2,990	260	3,250
Sk 1839 To Leesville L 1 310 120 430 4. Sk 2516 (Hodge Rd.)-US 64 To 6 720 3,910 5. Sk 2215 (Buffaloe Rd.)- 6 3.5 3,190 720 3,910	~	SR 1829 (Strickland Rd.)-					
4. SK 2516 (Hudge Rd.)-US 64 To ` SK 1007 5. SK 2215 (Buffaloe Rd.)-		SR 1839 To Leesville	Г	1	310	120	430
Sk 1007 G 3.5 3,190 720 3,910 5. Sk 2215 (Buffaloe Rd.)-	4.	SR 2516 (Hodge Rd.)-US 64 To					
5. Sk 2215 (Buffaloe kd.)-		SK 1007	U	3.5	3,190	720	3,910
	5.	SK 2215 (Buffaloe Rd.)-					

TABLE 6 (continued)

CONSTRUCTION PRIORITIES AND COST ESTIMATES

PR I	ORITY AND HIGHWAY SECTION	RECOMMENDED	LENCTH OF PROJECT	CO	ST ESTIMATES	
		CROSS SECTION	MILES	(\$1,000) CONSTRUCTION	(51,000) kow	(\$1,000) TOTAL
6	SK 1006 (Old Stage Rd.)-US				6.40	6 6 90
. '.	SR 1152 (Holly Springs Rd.)	5		000.0		
	Swift Creek To Outer Loop	1	2.5	1.170	300	1.470
в.	SR 1300 (Kildare Farm Rd.)-	2	4			
	Swift Creek To SR 137	22	1	220	0	220
9.	SK 1822 (Leesville Kd.)- SH 3211 TA SR 1837		2	610	240	850
0.	SH 1837 (Baker Rd.)-SR 1829	1	I			
	To US 70	Q	2.5	2, 120	150	2,870
Ξ.	SR 2233 (Wade Harris Rd.)- SR 2665 To SR 1007	22.	3.3	680	0	680
12.	SR 2542 (Rock Quarry Rd.)- su 2543 mo su 2566	100	v	660	c	660
~	SR 2556 (Rock Duarry Rd 1-	4 4	۲		5	
	SR 2542 TO SR 1004	22'	-	170	0	170
4	SR 2700 (Mt. Herman Church					
	Rd.)-SR 2547 To John-	100	3 6	620	c	620
4	SP 2547 (Ind Cable Rd)-	. 77	C . 7	0.70	0	070
5	US 70 To SR 2700	22.	1.5	310	0	310
و.	Dixie Trail Extension-					
,	SR 1361 To SR 1362	a	1	1,090	250	1,340
-	Sk 1301 (Yates Mill Rd.)~ Sh 1370 To Sp 1342	166	6	410	0	410
θ.	SR 1001 (Wakefield Rd.)-	1		•		
	Wakefield To Franklin					
	County	221	4	1,130	0	1,130
	SK 1006 (014 Stage Kd.)- SK 1010 To Johnston					
	County	22	6	2.460	0	2.460
0	SR 1127 (Welfare Rd.)-	1				•
	SK 1115 to New Hill	-1	5	1,540	600	2,140
÷	SR 1152 (Holly Srings Rd.)-					
	Outer Loop To Holly					
5	Springs	22	4.5	930	0	016
. 7	SK 1642 (UID Chapel HIII Bd A Entrie County To					
	Globe Rd. Connector	221	6. I	310	0	310
23.	Globe Rd. Connector-Sk 1642					
	To Globe Rd. At Outer					
	Iroop	22	0.5	370	06	460

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TABLE (

CONSTRUCTION PRIORITIES AND COST ESTIMATES

2	10010	TV AND HIGHWAY SECTION	RECOMMENDED	LENGTH OF PROJECT	co	ST ESTIMATES	
-			CROSS SECTION	MILES	(\$1,000) CONSTRUCTION	(\$1,000) Row	(\$1,000) TOTAL
5,	4. SR	1834-SR 1829 TO NC 50	221	3.6	097.	0	750
3	5. SR	1909 (Mason Pond Rd.) US 1 To SR 1917	221	4.5	930	0	930
21	6. SR	2006 (Mt. Vernon Church Rd 1-HS 401 to SP 1005	221	1.5	1,640	0	1,840
2	7. SR	2224 (Mitchell Mill kd.)- us and to sh 1003	100	4	930	0	930
	SR	2224-5k 1003 To NC 96	20.	5	016	0	016
2	B. SK	2049 (Forestville Rd.)- SR 2500 To SR 1007	221	E	530	0	530
5	9. SR	2770 (Trash Pile Rd.)- se 1301 % se 2767	100	~	620	o	620
3(0. SK	3014-Outer Loop To NC 54	22'	. –	270	0	270
	SR	3014-NC 55 To SR 1633	100	4 0	300	C	000
e	I. SR	kelocation 1839 (Bliss Rd.)-SR 1834	7	n	007	5	007
1		To Durham County	22'	d. I	810	0	810
3	2. SR	2012 (Litchford Rd.)-					
		2000 1.7 Miles	22'	1.1	350	0	350
Э.	3. SR	2751 (Hilltop Rd.)-US 401					
		To NC 42	. 201	2.5	710	0	710
e	4. SK	2329 (Lizzard Lick Rd.)-	100	•		c	640
	100	US 04 BUB. TO SK 2320 2316 /huffalos DA No	. 07	ť	000	0	000
ń	No	SK 2217 TO SK 2234	201	9	500	0	500
3	6. SR	2234 (Cozart Nd.)-SN 2215					
		To SR 1003	20'	0.5	06	0	06
.	J. SR	2051 (Burlington Mills Rd.)-SR 2049 To US 401	201	2	330	0	330
36	H. SR	2049 (forestville Rd.)-					
		Railroad To US 401	201	4.5	1,450	0	1,450
9	9. SR	2045 (Burlington Mills Bd A-HS To SP 2049	106	2.5	410	0	410
46	D. SH	1917 (Barrison Rd.)-SR	3		8		
•		1909 To NC 98	201	2.5	410	0	410
4	I. SR	1615 (Greenlevel Rd.)-					
		NC 55 To SR 1616	201	4.5	750	0	750
4	2. SR	1379 (Penny Rd.)-SR 1010	100		010	c	010
	-	TO Lake Wicelet	. 07	0.0	1 1000	0,9	016
	1.4	Ke Wheelet to an 1302	a	1	04C 1	00	1,000

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CONSTRUCTION PRIORITIES AND COST ESTIMATES

Image: Secretion Image: Secretion Image: Secretion Image: Secretion Secretion	PR	IORITY /	AND HIGHWAY SECTION	RECOMMENDED	LENUTH OF PROJECT	C0)	ST ESTIMATES	
13. SN 1393 [bask lake Md.)- 20' 7 1,460 0 1,400 14. SN 1195 [Colice Chapted Sd 20' 3.7 610 0 0 0 15. SN 1101 [Colitor Sd 1-SK 101] 28' 101 [Colitor SK 105] 0 <t< th=""><th></th><th></th><th></th><th>CROSS SECTION</th><th>IN MILES</th><th>(\$1,000) CONSTRUCTION</th><th>(\$1,000) Row</th><th>(\$1,000) TOTAL</th></t<>				CROSS SECTION	IN MILES	(\$1,000) CONSTRUCTION	(\$1,000) Row	(\$1,000) TOTAL
44. SR 1141 (01) ve (Cappel Rd.)- 20' 7 1,400 0 1,400 45. SR 1141 (01) ve (Cappel Rd.)-SR 20' 3.7 610 0 0 0 16. SR 1157 OR Rd. 1-SR 20' 21' 5 1,035 0 1,035 16. SR 1115 (01) ve (Cappel Rd.)-SR 20' 22' 5 1,035 0 1,035 17. SR 1115 (01) ve (Cappel SR 110) 20' 20' 5 1,140 0 1,110 18. SR 1101 (Numer Capsel SR 110) 20' 20' 5 1,130 0 1,130 18. SR 1101 (Summer Capsel State)-SR 1101 20' 20' 5 1,130 0 1,130 19. Ve (State) (Sumer Capsel State)-SR 101 20' 5 1,130 0 1,130 115. To sR 1393 And 115. County To sR 1161 20' 5 1,130 0 1,130 116. Stone Rd.)-SR 1161 20' 4.5 750 0 1,130 115. To sR 1393 And 10. Summer Lake State 20' 5 1,130 0 1,130 0.1 115. To sR 1401 20' 20' 5 <td>43.</td> <td>SR 139</td> <td>)3 (Bass Lake Rd.)-</td> <td></td> <td></td> <td>-</td> <td>4</td> <td></td>	43.	SR 139)3 (Bass Lake Rd.)-			-	4	
W. SK 111 (0100 Chapter Rd.)- and SK 1011 TO SK 1125 TO US 64 20° 3° 610°			US 401 TO SR 1152	20.		1,460	0	1,460
5.8.1.11 WIDT for 84 115 20 3.7 610 0 610 6.5.8.1.11 FO NC 42 22' 5 1,035 0 1,035 7.7 81.115 FO NC 42 22' 5 1,035 0 1,035 7.7 81.115 FO NC 42 20' 2' 310 0 1,035 7.8 81.115 FO NC 42 20' 2' 310 0 1,035 81.12 FO NC 42 2'' 2'' 5 1,130 0 1,130 10.3 Standart Lakel-st 1113 20' 55 000 0 1,130 113 To sk 1393 Attribut 2'' 55 000 0 1,130 113 To sk 1393 Attribut 2'' 55 000 0 1,130 113 To sk 1393 Attribut 2'' 55 000 0 1,130 113 To sk 1303 2''' 2''' 55 000 0 1,130 113 To sk 110 2'''	4	. SR 114	11 (Ulive Chappel Rd.)-					
B. SR 1101 (Writhur Rd.) - SR 1101 20 22 5 1,035 0 1,035 R. SR 1101 (Writhur Rd.) - SR 1127 To 201 201 2 310 0 310 N. SR 115 (Holemans Costs 100 (Rotherans Costs 201 201 2 310 0 1,130 R. SR 1130 (Rotherans Costs 100 (Rotherans Costs 201 201 5 1,130 0 1,130 R. SR 1130 (Rother St.) - Chathan 201 201 5 1,130 0 1,130 9. SR 101 (Subset Lake) - SR 1161 201 5 1,130 0 1,130 9. SR 101 (Subset Lake) - SR 1161 201 5 1,130 0 1,130 0. SR 101 (Subset Jake) - SR 1161 201 4 5 1,130 0 1,130 0. SR 101 (Subset Jake) - SR 1161 201 4 5 1,130 0 1,130 0. SR 101 (Subset Jake) - SR 1161 201 201 4 5 1,130 0 1,130 10. SR 100 (Rother St.) - SR 1161 201 201 201 4 5 1,1100 0<			SK JULI TO SK 1143	106	6 6	610	0	610
1115 TO INTURT MULTICAL 22' 5 1,035 0 1,035 115 TO MC 42 20' 20' 2 330 0 1,035 17 TO MC 52 28' 1101 20' 20' 2 330 0 1,035 17 TO MC 52 28' 1101 20' 20' 5 1,130 0 1,110 18 SR 1315 Holly Springs 20' 20' 5 1,130 0 1,130 19 SR 1301 Sharet Laket 20' 5 5 000 0 1,130 19 SR 1301 Sharet Laket 20' 5 1,130 0 1,130 19 SR 1613 Store Kal-SK 20' 4'-S 5 1,130 0 1,130 19 SR 1613 Store Kal-SK 20' 4'-S 1,210 0 1,130 10 State Kal-SK 20' 4'-S 1,200 0 1,130 0 1,130 11 State Kal-SK 20' 3'-S 4'-S <	4	011 00	FO CO OI COIT ME DIN	07	1.5		0	
6. SK 1110 (Maynad) - SK 1101 22 330 0 330 7. SK 1115 (Holleanns Cross- Holly Springs 201 20 5 5 1,130 0 1,130 18. SK 1157 (Holleanns Cross- Holly Springs 157 (State) - SK 1127 (State) - SK 201 5 5 1,130 0 1,130 19. SK 1301 (Sumset Lake) - SK 1001 (Matter St.) - Chatham 201 5 5 900 0 1,130 19. SK 1161 (Matter St.) - Chatham 201 5 5 900 0 1,130 0 1,130 19. State Lake) - SK 1161 201 5 5 900 0 1,130 0 1,130 0. SR 1161 (Hutter St.) - Chatham 201 5 5 1,130 0 1,130 0. SR 1161 (Hutter St.) - SK 1161 201 4 5 1,130 0 1,130 0. SR 1101 (Hutter St.) - SK 1161 201 201 5 5 1,130 0 1,130 0. SR 1030 (Hutter St.) - SK 1161 201 201 5 1 1 1 0 1,100 0 1,100 <	<u>.</u>	111 NG .	THE TO NO AND	100	4	1 035	0	1 035
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			1112 10 NC #2	. 77	n	CF0 1	2	
Y_1 SR 1115 (Hollemans Cross- road Rd.)-SR 1127 To tool Rd.)-SR 1127 To tool Rd.)-SR 1127 To tool Rd.)-SR 1127 To Holl and To Ext 1393 And Holl and To Ext 1993 And Holl and To Ext 1993 And Holl and To Ext 1993 And Holl and To Ext 1990 And Holl and To Ext 1990 And Holl and To Ext 1960 Another County To SR 1161 20° 5.5 000 0 1132 9.5 SR 1160 (Hunter St.)-Challan 20° 5.5 000 0 1130 0.5 SR 1160 (Hunter St.)-Challan 20° 5.5 $11,130$ 0 $1,130$ 0.5 SR 1161 (Hunter St.)-SR 1614 20° 4.5 750 0 $1,130$ 0.5 SR 1161 (Hunter St.)-SR 1614 20° 4.5 750 0 $1,130$ 0.5 SR 1942 (Huntper Rd.)-SR 1614 20° 3.5 1900 0000 0 $1,0100$ 2.5 SR 1942 (Huntper Rd.)-SC 20° 3.5 3.5 1200 00° 1100 2.5 SR 1942 (Huntper Rd.)-SC 20° 3.5 3.5 1.210 0° 1.000 3.5 SR 1942 (Huntper Rd.)-SC 20° 2.5 1.210 0°	0	. SK 111	U (Maynard)-SK 1101		~	0000	0	066
W. SK 113 (D01 Feature 127 To	5			.07	7	ncr	•	000
In SK 1301 (Sourset Lake) - SK 112/10 20^{1} $5 \cdot 1333$ And 105 (Sourset Lake) - SK 112/10 $0 \cdot 1,130$ II S T o SK 1393 And 10 (Runter St.) - Chaltham 20^{1} $5 \cdot 5$ $0 \cdot 0 \cdot 0$ $0 \cdot 0 \cdot 0$ II S T o SK 1393 And 10 (Runter St.) - Chaltham 20^{1} $5 \cdot 5$ $0 \cdot 0 \cdot 0$ $0 \cdot 0 \cdot 0$ II S T us the of (Runter St.) - Chaltham 20^{1} $5 \cdot 5$ $0 \cdot 0 \cdot 0$ $0 \cdot 0 \cdot 0$ II S T us the of (Runter St.) - Chaltham 20^{1} $5 \cdot 5$ $1 \cdot 130$ $0 - 1, 130$ II S T us the of (Runter St.) - SK 164 20^{1} 20^{1} $4 \cdot 5$ $7 \cdot 0 \cdot 0$ $0 - 1, 130$ II S R 1907 (Rewlife Rd.) - SK 164 20^{1} 20^{1} $4 \cdot 5$ $7 \cdot 0 \cdot 0$ $0 - 1, 200$ II S R 1942 (Juniper St.) - SK 164 20^{1} $3 \cdot 5$ $3 \cdot 5$ $1 \cdot 210$ $0 - 1, 210$ II S R 1942 (Juniper St.) - SK 1003 20^{1} $3 \cdot 5$ $3 \cdot 5$ $1 \cdot 210$ $0 - 1, 210$ II S R 1942 (Juniper St.) - SK 1003 20^{1} $3 \cdot 5$ $1 \cdot 210$ $0 - 1, 210$ $0 - 1, 210$ II S R 1943 (Lake Glad Md.) - SK 2019 (Lake Glad Md.) - SK	2	LLI NS .	(Hollemans Cross-					
H: SR 1301 (Sunset Lake)-SR 1152 To SR 1393 And 1011and To Harnelt 20' 5.5 000 0 000 9: SR 1160 (Hunter St.)-Chatham (0111g) (Sunset Lake)-SR 1152 To SR 1393 And (0111g) (Sunset Lake)-SR 1152 To SR 1393 And (0111g) (Stone Ad.)-SR 1614 20' 5.5 000 0 000 9: SR 1616 (Hunter St.)-Chatham (01187 (Stone Ad.)-SR 1614 20' 4.5 750 0 $1,130$ 0: SR 1613 (Stone Ad.)-SR 1614 20' 4.5 750 0 $1,130$ 0: SR 1613 (Stone Ad.)-SR 1614 20' 4.5 750 0 $1,000$ 1: SR 1907 (Mewille County To Granville County S: SR 2318 (Inlex Store Ad.)- $20'$ 3.5 000 0 $1,000$ 2: SR 2318 (Inlex Store Ad.)- $20'$ 5.5 $1,210$ 0 $1,210$ 3: SR 2213 (Inlex Store Ad.)- $20'$ 5.5 $1,210$ 0 $1,210$ 3: SR 2318 (Indee County S = SR 2349 (Instructs $20'$ 5.5 $1,210$ 0 $1,210$ 3: SR 2318 (Indee County S = SR 2349 (Instructs $20'$ 5.5 $1,210$ 0 $1,210$ 3: SR 2319 (Indee City Linuits $20'$ 2.5			road kd.)-5K 1127 TO	•			c	
He. SK 1301 (Sumset Lake)-SK 1152 To SK 1393 And 1011and To Harnett 20' 5.5 900 0 400 9. SK 1061 (Hunter St.)-Chatham 20' 5.5 900 0 1,130 0 1,130 0. SK 1051 (Hunter St.)-Chatham 20' 5.5 900 0 1,130 0 1,130 0. SK 1051 (Stone Rd.)-SR 101 20' 4.5 750 0 7,130 0. SK 1051 (Stone Rd.)-SR 101 20' 4.5 750 0 1,000 1. SK 1907 (Newlite Rd.)-MC 98 20' 4.5 750 0 1,000 0 1,000 21 1011en Stone Rd.)- 20' 3.5 1,210 0 1,210 0 1,210 31. SK 2394 (Lake Glad Rd.)- 20' 3.5 5.5 1,210 0 1,210 0 1,210 31. SK 2394 (Lake Glad Rd.)- 20' 20' 2.5 1,210 0 1,210 0 1,210 31. State Rd.)-SK 1100 21 20' 2.5 1,210 0 1,210 0 1,210 32. State Rd. <			Holly Springs	201	a	1,130	0	1,130
1152 <to 1393="" and<="" sk="" td=""> 101 and To Harnett 20' 5.5 000 0 000 9. SK 1160 (Hunter St.)-Chatham 20' 5.5 000 0 1,130 0 1,130 0. SK 1613 (Stone Rd.)-SK 1614 20' 5.5 000 0 1,130 0 750 0. SK 1613 (Stone Rd.)-KC 94 20' 20' 4.5 750 0 750 1. SK 1907 (Hewhite Rd.)-KC 94 20' 20' 3.5 800 0 1,000 0 1,000 21. SK 1947 (Juntper St.)-SK 20' 3.5 800 0 0 1,000 0 1,000 22. SK 1942 (Juntper St.)-SK 20' 3.5 800 0 0 0 1,000 23. SK 2049 TO SK 1003 20' 20' 3.5 910 0 0 1,210 0 1,210 34. SK 2336 (Lake Glad Rd.)- 20' 3.5 910 0 0 1,210 0 1,210 35. SK 2349 (Notphus Bridge 20' 2.5 1,210 0 0 1,210 35. SK 2349 (Notph</to>	.PI	. SR 130)] (Sunset Lake)-SR					
9. SR 1160 (funter St.)-Chatham 20' 5.5 800 0 9.00 9. SR 1160 (funter St.)-Chatham 20' 5.5 1,130 0 1,130 0. SR 1161 (stone Rd.)-SR 1161 20' 4.5 750 0 750 1. SR 1160 (funter St.)-Chatham 20' 4.5 750 0 750 1. SR 1161 (stone Rd.)-SR 1161 20' 4.5 750 0 750 1. SR 1167 (kewitte Rd.)-SR 1161 20' 4.5 750 0 1,000 2. SR 11942 (funtiper St.)-SK 20' 3.5 840 0 1,000 0 1,000 2. SR 11942 (funtiper St.)-SK 20' 3.5 1,210 0 0 1,210 3. SR 2317 (Allian Store Rd.) 20' 3.5 1,210 0 0 1,210 4. SK 2317 (Allian Store Rd.) 20' 2.5 1,210 0 0 1,210 5. SK 2317 (Allian Store Rd.) 20' 20' 20' 20' 20' 0 1,210 6. SK 2317 (Allian Store Rd.) 20' 20' 20' 20' 1,210			1152 To SK 1393 And					
0.00000 0.000000 0.000000 0.00000000 $0.00000000000000000000000000000000000$			Holland To Harnett					
[9] SR 1160 (funiter St.)-Chatham 20° 5 1,130 0 1,130 0 1,130 0° SR 1161 20° 4.5 7.50 0° 750 0° 750 1° SR 1614 20° 4.5 7.50 0° 750 0° 750 1° SR 1917 (Mewhile Rd.)-MC 9U 20° 4.5 7.000 0° 0° 0° 2° SR 1942 (Juniper St.)-SR 20° 3.5 0°			County	201	5.5	800	0	800
0. SR 1613 (Stone Rd.) -SR 1614 20' 5 1,130 0 1,130 1. SR 1907 (Newlite Rd.) -NC 94 20' 4.5 750 0 750 2. SR 1907 (Newlite Rd.) -NC 94 20' 4.5 750 0 1,000 2. SR 1947 (Juniper St.) -SK 20' 5.5 1,000 0 1,000 0 1,000 3. SK 2217 (Allen Store Rd.) - 20' 3.5 BB0 0 1,210 0 1,210 4. SK 2380 (Lake Glad Rd.) - 20' 5.5 1,210 0 1,210 0 1,210 5. SK 2349 (Lake Glad Rd.) - 20' 5.5 1,210 0 1,210 0 1,210 6. SK 2349 (Lake Glad Rd.) - 20' 2.5 3.30 0 0 1,210 0 1,210 5. SK 2349 (Lake Glad Rd.) - 20' 2.5 3.1210 0 0 1,210 0 1,210 6. SK 2352 (Lake II T'' SK 1003 20' 2.5 3.5 3.90 0 3.90 7. Suthern City Limits 2.8 2.9 0.5 2.5 3.10 <t< td=""><td>6</td><td>SR 116</td><td>50 (Hunter St.)-Chatham</td><td></td><td></td><td></td><td></td><td></td></t<>	6	SR 116	50 (Hunter St.)-Chatham					
0. SR 1613 (Stône Rd.)-SR 1614 20' 4.5 750 0 750 1. SR 1907 (Newlite Rd.)-NC 9H 20' 6 1,000 0 1,000 0 1,000 2. SK 1942 (Juniper St.)-SK 20' 6 1,000 0 1,000 0 1,000 2. SK 1942 (Juniper St.)-SK 20' 6 1,210 0 1,010 3. SK 2049 TO SC (Allen Store Rd.)- 20' 3.5 840 0 1,210 0 1,210 4. SK 2359 (Lake Glad Rd.)- 20' 2.5 1,210 0 1,210 0 1,210 5. SK 2349 (Morphus Bridge 20' 2.5 330 0 330 0 1,210 0 1,210 5. SK 2349 (Morphus Bridge 20' 2.5 330 0 330 0 1,210 0 1,10 5. SK 2349 (Morphus Bridge Rd.)- 20' 2.5 330 0 0 100 0 1,10 6. SK 2352 20' 2.5 310 0 0 340 0 340 6. SK 2353 70			County To SR 1161	201	5	1,130	0	1,130
To SR 3014 To SR 3014 20' 4.5 750 0 750 2. SR 1907 (Newlite Rd.)-NC 9b To Granville County 20' 6 1,000 0 1,000 2. SR 1942 (Juniper St.)-SK 20' 6 1,000 0 1,000 0 1,000 3. SR 2217 (Allen St.)-SK 20' 3.5 949 00' 0 1,210 0 1,210 4. SR 2359 (Lake Glad Rd.)- 20' 5.5 1,210 0 1,210 0 1,210 4. SR 2359 (Lake Glad Rd.)- 20' 5.5 1,210 0 1,210 0 1,210 5. SR 2349 To SR 1003 20' 2.5 1,210 0 1,210 0 1,210 6. SR 2359 (Lake Glad Rd.)- 20' 2.5 1,210 0 0 1,010 5. SR 2349 Worphus Bridge Rd.)-Southern City Limits 20' 2.5 410 0 1,010 6. SR 2352 2.0 US & A 20' 2.5 3.10 0 3.00 0 1.00 7. Scuthern City Limits 20' 2.5 2.5	0	SR 161	3 (Stone Rd.)-SR 1614					
1. SR 1907 (Newlite Rd.)-NC 98 1,000 0 1,210 0 1,000 0 1,000 0 1,210 0 1,000 0			TO SR 3014	201	4.5	750	0	750
2: SK 1942 (Juniper St.)-SK 20' 6 1,000 0 1,000 3: SK 219 (Juniper St.)-SK 1941 TO NC 96 20' 3.5 880 0 880 3: SK 217 (Allen Store Kd.)- 20' 3.5 8100 0 1,210 0 1,210 4. SK 2358 (Lake Glad Kd.)- 20' 5.5 1,210 0 1,210 0 1,210 5. SK 2349 (Mothus Bitldge 20' 2.5 1,210 0 1,210 0 1,210 5. SK 2349 (Mothus Bitldge 20' 2.5 330 0 330 330 5. SK 2349 (Mothus Bitldge 20' 2.5 410 0 410 0 410 6. SK 2352 20' 2.5 2.5 340 0.5 340 0 340 6. SK 2353 (Mothus Bitldge 0.5 0.5 330 0.5 340 0 340 6. SK 2353 (Mothus Bitldge 0.5 0.5 330 0.5 330 0 340 7. St 2353 (Mothus Bitldge 0.5 0.5 330 0.5 330 0	-	SR 190	07 (Newlite Rd.)-NC 98					
2. SR 1942 (Juniper St.)-SN 1941 TO NC 96 3.5 BB0 0 BB0 3. SR 2049 TO SR 1003 20' 3.5 1,210 0 1,210 4. SR 2358 (Lake Glad Rd.)- Southern City Limits 20' 5.5 1,210 0 1,210 5. SR 2358 (Lake Glad Rd.)- Southern City Limits 20' 2.5 330 0 1,210 6. SR 2358 (Lake Glad Rd.)- Southern City Limits 20' 2.5 330 0 1,210 6. SR 2349 (Morphus Bridge Rd.)-South City Limits 20' 2.5 410 0 410 7. SR 2352 (Corbin Rd.)-SR 2349 20' 0.5 330 0 0 380 7. SR 2352 (Corbin Rd.)-SR 2349 20' 0.5 330 0 0 310 7. SR 2352 (Corbin Rd.)-SR 2353 20' 0.5 330 0 0 310 7. SR 2353 (Morphus Bridge Rd.)-SR 2353 20' 2.5 330 0 310 8 St 2320 (Avon Privette Rd.)- St 8 1003 20' 20' 2 330 0 1,320 9. St 2308 (Fowler)-SR 2329 10' 2''''''''''''''''''''''''''''''''''''			To Granville County	201	9	1.000	0	1,000
3. SR 2217 (Allen Store Rd.)- 20' 3.5 bb0 0 bb0 3. SR 2217 (Allen Store Rd.)- SR 2049 To SR 1003 20' 5.5 1,210 0 1,210 4. SR 23b8 (Lake Glad Rd.)- Southern City Limits 20' 5.5 1,210 0 1,210 5. SR 2349 (Morphus Bridye Wendell To SR 1003 20' 2 330 0 410 5. SR 2349 (Morphus Bridye Vendell To SR 1003 20' 2 330 0 410 6. SR 2352 (Corbin Rd.)-SR 2349 20' 2.5 410 0 410 6. SR 2353 (Corbin Rd.)-SR 2349 20' 0.5 380 0 390 7. SR 2353 (Corbin Rd.)-SR 2349 20' 0.5 380 0 390 0 310 7. SR 2353 (Morphus Bridge N.4. D.5.8 2352 To US 64 20' 2.5 310 0 310 7. SR 2353 (Morphus Bridge 0.5 0.5 330 0 310 0 330 7. SR 2353 (Morphus Bridge 0.5 0.5 330 0 330 0 330	2	SR 194	2 (Juniper St.)-SR	1				
3. SR 2217 (Allen Store Rd.)- 3. SR 2217 (Allen Store Rd.)- 0 1,210 0 1,210 4. SR 2369 To SR 1003 20' 5.5 1,210 0 1,210 0 1,210 4. SR 2359 (Lake Glad Rd.)- Southern City Limits 20' 2 330 0 330 5. SR 2349 (Motphus Bridge Vendell To SR 1003 20' 2 310 0 410 5. SR 2349 (Motphus Bridge 20' 2.5 410 0 410 6. SR 2352 (Cotbin Rd.)-SR 2349 20' 2.5 410 0 300 6. SR 2353 (Motphus Bridge 20' 2.5 310 0 310 6. SR 2353 (Cotbin Rd.)-SR 2349 20' 0.5 310 0 310 6. SR 2353 (Motphus Bridge 0.5 310 0.5 310 0 310 6. SR 2353 (Motphus Bridge 0.5 2.6 310 0.5 310 0 310 7. SR 2353 (Motphus Bridge 0.5 310 0.5 310 0 310 8. St 2353 (Motphus Bridge 0.5 310 0.5 3			1941 To NC 96	20'	3.5	880	0	880
4. SR 2049 To SR 1003 20' 5.5 1,210 0 1,210 4. SR 2358 (Lake Glad Rd.)- Southern City Limits 0 330 5. SR 2358 (Lake Glad Rd.)- Southern City Limits 0 330 5. SR 2358 (Morphus Bridge 40.)-South City Limits 20' 2 310 0 410 5. SR 2351 (Morphus Bridge 20' 2.5 410 0 410 6. SR 2352 (Corbin Rd.)-SR 2349 20' 2.5 410 0 340 7. SR 2353 (Morphus Bridge 0.5 380 0.5 330 0 330 7. SR 2353 (Morphus Bridge 0.5 330 0.5 330 0 330 7. SR 2353 (Morphus Bridge 8. St 2352 To US 64 20' 2 330 0 330 8. St 2350 (Avon Privette Rd.)- 5. 8. 1,320 0 1,320 0 1,320 9. SK 2300 (Fowler)-SR 2329 To 0 8 1,320 0 1,320 0 1,320		SR 221	7 (Allen Store Rd.)-					
4. SR 2358 (Lake Glad Rd.)- 20 2 330 5. SR 2349 (Morphus Bridge Wendell To SR 1003 20' 2 330 5. SR 2349 (Morphus Bridge Wendell To SR 2035 20' 2 330 0 330 5. SR 2349 (Morphus Bridge Wendell To SR 2352 20' 2.5 410 0 410 7. SR 2352 (Corbin Rd.)-SR 2349 20' 2.5 410 0 380 7. SR 2353 (Morphus Bridge 0.5 380 0.5 380 0 340 7. SR 2353 (Morphus Bridge 0.5 310 0.5 310 0 310 8. SR 2352 (To US 64 20' 2.5 310 0 330 0 330 8. SK 2350 (Morphus Bridge 8. SK 2350 US out Privette Rd.)- 2 330 0 330 0 330 8. SK 2320 (Kowler)-SR 2329 To 20' 8 1,320 0 1,320 0 1,320 9. SK 2308 (Fowler)-SR 2329 To 0 8 1,320 0 1,320 0 1,320			SR 2049 TO SR 1003	20'	5.5	1,210	0	1,210
5. SR 2349 (Mothus Bridge Wendell To SR 1003 20' 2 330 0 330 5. SR 2349 (Mothus Bridge Rd) -south City Limits 20' 2.5 410 0 410 6. SR 2352 (Corbin Rd.) -SR 2353 20' 2.5 410 0 360 7. SR 2353 (Mothus Bridge No SR 2353 (Mothus Bridge Hd.) -SR 2352 To US 64 20' 0.5 380 0 330 8. SR 2352 (Nothus Bridge Hd.) -SR 2352 To US 64 20' 2.5 410 0 330 9. SR 2350 (Mothus Bridge Hd.) -SR 2352 To US 64 20' 2 330 0 330 9. SR 2320 (Fowler) -SR 2329 To 20' 2 330 0 1,320 0 1,320 9. SR 2308 (Fowler) -SR 2329 To 10 20' 8 1,320 0 1,320	4.	. SR 235	bB (Lake Glad Rd.)-					
Wendell To SR 1003 20' 2 330 0 330 5. SR 2349 (Motphus Bridge Rd.)-South City Limits 20' 2.5 410 0 410 6. SR 2352 Colon To SR 2353 20' 2.5 410 0 340 6. SR 2355 Colon To SR 2353 20' 2.5 410 0 340 7. SR 2353 (Motphus Bridge Nd.)-SK 2353 20' 0.5 340 0 340 7. SR 2353 (Motphus Bridge Nd.)-SK 2352 To US 64 20' 20' 2 330 0 330 8. SK 2353 (Motphus Bridge Nd.) -SK 2352 To US 64 20' 2 330 0 330 0 330 9. SK 2303 To NC 96 And US 64 To NC 97 20' 8 1,320 0 1,320 0 1,320 9. SK 2308 (Fowler)-SR 2329 To 0' 8 1,320 0' 1,320 0' 1,320			Southern City Limits					
5. SR 2349 (Morphus Bridye Rd.)-South City Limits Rd.)-South City Limits 2 Ebulon To SR 2352 6. SR 2352 (Cothin Rd.)-SR 2349 20' 70 SR 2353 (Morphus Bridge 7'. SR 2353 (Morphus Bridge 7. SR 2353 (Morphus Bridge 8. St 2352 To US 64 8. St 2353 (Morphus Bridge 8. St 2300 (Avon Frivette Rd.)- 9. St 2300 (Fowler)-SR 2329 To			Wendell To SR 1003	20.	2	330	0	330
Rd.)-south City Limits 20' 2.5 410 0 410 6. SR 2352 Contin Rd.)-SR 2349 20' 2.5 410 0 340 7. SR 2353 Contplue Bridge 2.0' 0.5 340 0 340 7. SR 2353 Mouphus Bridge 2.0' 0.5 340 0 340 7. SR 2353 Mouphus Bridge 2.0' 2.0' 0.5 340 0 340 8. SR 2353 Mouphus Bridge 2.0' 2.0' 2.0' 2.0' 330 0 330 8. SR 2320 Auon Frivette Rd.)- 2.0' 2.0' 2.0' 2.0' 0 330 9. SK 2330 Fown Frivette Rd.)- 9 1,320 0 1,320 0 1,320 9. SK 2308 Fown Eur)-SR 2329 To 20' 8 1,320 0 1,320	5.	. SR 234	19 (Morphus Bridge					
Zebulon To SR 2352 20' 2.5 410 0 410 6. SR 2352 (Corbin Rd.)-SR 2349 20' 0.5 380 0 380 7. SR 2353 (Morphus Bridge 0.5 380 0 380 0 380 7. SR 2353 (Morphus Bridge 0.5 380 0 0 380 7. SR 2353 (Morphus Bridge 0.5 310 0 330 0 330 8. SR 2352 To US 64 20' 2 330 0 330 0 330 8. SR 2320 (Avon Privette Rd.)- 5 20' 2 330 0 1,320 9. SR 2300 (Eowler)-SR 2329 To 20' 8 1,320 0 1,320 0 1,320			Rd.)-South City Limits					
6. SR 2352 (Cothin Rd.)-SR 2349 20' 0.5 360 0 360 70 SR 2353 (Morphus Bridge 70 SR 2353 0.5 360 0 360 7'. SR 2353 (Morphus Bridge 84.)-SR 2352 To US 64 20' 2 330 0 330 84. -SR 2352 To US 64 20' 2 330 0 330 84. SR 2350 To US 64 20' 2 330 0 330 8. SX 2320 To NC 96 And 20' 8 1,320 0 1,320 9. SR 2300 (Fowler)-SR 2329 To 20' 8 1,320 0 1,320			Zebulon To SR 2352	201	2.5	410	0	410
To SR 2353 To SR 2353 20' 0.5 380 0 380 N. SR 2353 (Motphus Bridge Rd.)-SR 2352 To US 64 20' 2 330 0 330 Bus. Bus. Bus. 20' 2 330 0 330 Bus. SR 2350 (Noun Frivette Rd.)- 20' 2 330 0 330 Bus. SR 2300 (Soun Frivette Rd.)- 20' 2 330 0 1,320 Bus. SR 2300 (Fowler)-SR 2329 To 20' 8 1,320 0 1,320	.9	. SH 235	2 (Corbin Rd.)-SR 2349					
57. SR 2353 (Motphus Bridge Bd.)-SR 2352 To US 64 20' 2 330 0 330 Bus. Bus. SR 2320 (Avon Frivette Rd.)- SR 1003 To NC 96 And 20' 8 1,320 0 1,320 59. SR 2308 (Fowler)-SR 2329 To 0 1,320			To SR 2353	201	0.5	380	0	380
Rd.)-SR 2352 To US 64 20' 2 330 0 330 bus. Bus. 220 (Avon Frivette Rd.)- 20' 2 330 0 330 bus. SR 2320 (Avon Frivette Rd.)- 0 30 30 0 10 bus. SR 1003 To NC 96 And 0 20' 8 1,320 0 1,320 by. SR 2308 (Fowler)-SR 2329 To 20' 8 1,320 0 1,320	2.	. SR 235	og (Morphus Bridge					
Bus. 20' 2 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 330 0 130 0 130 0 1,320			Rd.)-SR 2352 To US 64					
DB. SR 2320 (Avon Privette Rd.)- SR 1003 To NC 96 And US 64 To NC 97 20' 8 1,320 0 1,320 D9. SR 2308 (Fowler)-SR 2329 To			Bus.	201	2	330	0	330
SK 1003 TO NC 96 And 115 64 TO NC 97 20' 8 1,320 0 1,320 29. SK 2308 (Fowler)-SR 2329 TO	В.	. SH 232	0 (Avon Frivette Rd.)-					
13 64 To NC 97 201 8 1,320 0 1,320 39. SR 2308 (Fowler)-SR 2329 To			SR 1003 To NC 96 And					
29. SK 2308 (Fowler)-SK 2329 To			US 64 TO NC 97	20.	8	1,320	0	1,320
	.6	. SR 230	08 (Fowler)-SR 2329 To					

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CONSTRUCT	

PRIORITY AND INCHWAY SECTION	RECOMMENDED	LENGTH OF PROJECT	CO	ST ESTIMATES	
	CROSS SECTION	IN MILES	(\$1,000) CONSTRUCTION	(\$1,000) Row	(\$1,000) TOTAL
60. SR 2345 (Loop kd.)-Railroad					
To Johnston County	20.	2	330	0	330
61. SR 2767 (Sutton Rd.)-East					
City Limits Fuguay To					
NC 55	20'	2	290	0	290
62. SR 2754 (Rawl Rd.)-NC 42 To					
SH 2765	201	1	170	0	07.1
63. SR 1611 (01d Jenks Rd.)-					
SR 1614 To NC 55	201	7	330	0	330
64. SR 1382 (Hunter Rd.)-SR 1380					
To SH 1379	n	0.5	380	50	430
65. SR 1152 (Holly Springs Rd.)-					
Holly Springs To SR					
1153	22'	1.5	310	0	910
66. SR 1153 (Old Holly Springs					
Rd.)-Pave Dirt Rd.					
From SR 1152 To US 1	22'	3.5	2,330	0	2,330
67. SR 1923 (Thomson Mill Rd.)-					
Relocate Between					
SR 2000 and US 1	201	0.75	850	230	1,080



VIII. IMPLEMENTATION

There are several tools which are available for use by a county to assist in the implementation of a Thoroughfare plan. They are as follows:

State-County Adoption of Thoroughfare Plan

If requested, the Department of Transportation in cooperation with a county will cooperatively develop and mutually approve a county Thoroughfare plan. The mutually approved plan would serve as a guide to the Department of Transportation in the development of the road and highway system of the county. The approval of the plan by the county would enable subdivision regulations and zoning ordinances to be effectively used to assist in the implementation of the plan.

Subdivision Controls

The subdivision regulations require every subdivider to submit to the county planning commission a plan of his proposed subdivision and requires that the subdivision be constructed to certain standards. Through this process, it is possible to require the subdivision streets to conform to the Thoroughfare plan and to reserve or protect necessary rightsof-way for projected roads and highways that are to become a part of the Thoroughfare plan. The construction of subdivision streets to adequate standards would reduce maintenance costs and would facilitate the transfer of the streets to the State Highway System. <u>Appendix B</u> outlines the Department of Transportation's Recommended Design standards.

Zoning

The zoning ordinance is an important tool in that it will regulate future land development and minimize undesirable development along roads and highways. The zoning ordinance can improve highway safety by requiring sufficient building setbacks to provide for adequate sight distances and by requiring off-street parking.

Funding

As stated in Chapter V, most all highway improvements are scheduled and funded by the Transportation Improvement Program. The Board of Transportation regularly conducts public meetings to obtain input from the public as to their needs for highway improvements.

However, not all roadway improvements are covered by this procedure. Nearly all secondary road work is done on a county

by county basis with funds from both the legislature and road bonds. These funds (county construction account) are used to pave unimproved roads, widen roadways, stabilize dirt roads, make minor alignment improvements, and even construct short connectors when appropriate. The county commissioners are encouraged to work with the Division Engineer when the county's priority list is developed. Many of the minor improvements recommended may be realized by using the county's construction account funds and cooperatively developing the county's priority list with the Division Engineer.

APPENDIX

APPENDIX	A	-	THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS
APPENDIX	В	-	RECOMMENDED DEFINITIONS AND DESIGN STANDARDS FOR SUBDIVISION ORDINANCES



APPENDIX A

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THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

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	* =¥T	STIN	G				1 40.7 M	MENDED +
*	• Y -	SECT	ION -	CAPACITY .	1979 .	2000 =	x - 5	SCTION #
# EACTINTY & SECTION	*1111*	ROHY	TREAT	CURRENT *			SOWAY	* RC.4 *
z ingiziri a acarteit	8 47 S	FT	FT :	*(FUTURF)*	10TS #	+ 2104	(18.7)	# (111 T)#
	*****				*******		******	*******
1 +0								
PUBHAM COUNTY TO SRIASS	6.2	48	340	50000	20000	40000	100	100
USTO TO JOHNSTON COUNTY	5.4	-	-	60000 /	-	22000	1	229
								•••
US 1								
CHATHAM COUNTY FOR 3.14 MI.	3.14	24	240	4000	3000	7000	4	100
PLUS 0.74 ML.	0.74	48	270	50000	3000	7000	100	400
2LUS 4. 74 41.	4.94	24	250	4000	5200	9000	4	ADC
TO NC35	0.57	48	260	50000	5500	12000	100	ADC
SE2013 TO US14	5.5	43	200	50004	11000	24000	100	200
15 54								
CHATHAM COUNTY TO NO 55	3-5	24	60	6000	5000	2000	2	200
NEUSE BIVER TO SE2233	3.0	44	150	33000	23000	43.000		100
137733 TO US64 PUS.	3.5	48	350	40000	21500	3 4 20 0	100	100
ISA4 BUS TO NERS	6.6	4.8	200	50000	15000	50000	200	100.
C96 TO FRANKLIN COUNTY	3.3	43	290	50000	15000	50000	100	400
					1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	-04	
US 54 (NEW ALIGUMENT)								
SELTLINE TO US64 BUS.	-	-	-	1500001	-	-	1 3 1	272
				(000.00)				
US 64 BUSINESS								
LITTLE CREEK IN S82348	1.5						8	200
5648YP. TO 1097	2.3	48	200	43000	7000	-	100	100
UE 170								
PROPOSED 1-40 TO JOHNSTON.								
LOUN TY	4.3	4a	200	43000	15500	20000	206	400
DURHAN COUNTY TO SR1664	6.0	48	ad	50000	21500	29000	100	400
	,		••					
US 254								
1097 TO FRANKLIN COUNTY	2.25	48	300	60000	6500	-	ADC	409
LJ 2644								
NC 97 TO JOHNSTON COUNTY	2.0	24	60	5000	1300	3000	ÁDO	100
US 401								
AVPASS AFCUNC FUQUAY	5.0	-	-	-	-	5000	L	200
HARNETT COUNTY TO FUQUAY-							-	
VARINA PLANNING CORDON	0.5	24	60	5000	4600	4000	100	420
FUQULY VARINA PLANNING		-						
COPCEN FOR 0.5 ML.	0.5	24	30	4000	9900	15500	۵	228
0.5 MI. TO' SR2782	8.25	48	150	40000	15000	25000	100	100
2042 10 SR2052	6.0	20	30	5000	7800	14000	3	200
58 2052 FER 0.65 41.	0.65	44	60	30000	6500	12000	206	100
2.65 ML. TO FRANKLIN COUNTY	3.3	20	80	6000	4000	6400	2	200

APPENDIX & (CONTINUED)

THOROUGHEARE PLAN STREET TABULATION AND RECOMMENDATIONS

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	EXI	STIN	G *				RECOMM	ENDED .
	• X -	SECT	IGN #C	APACITY=	1979 .	2000 *	x - 58	CTION .
· FACILITY & SECTION	DIST:	9CWY		URRENT .			ROWAY	. 104 .
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				,				
NC 39								
JCHNSTEN COUNTY PLUS 3.44								
↓ [.	0.44	20	60	5000	300	1500	796	109
PLUS 0.32 *1.	9.52	40	100	30000	100	2000	700	100
TO FRANKLIN COUNTY	2.10	20	60	5000	300	1600	100	109
NC +2								
HARNEIT COUNTY TO SELLOS	1.50	20	60	6000	1600	2400	22	100
NC55 TO JOHNSTON COUNTY	9.00	20	100	5000	1600	2900	22	AOQ
NC DU				(5000		
SR 2562 HS JUNNSION COUNTY	0. 3	20	100	5000	9100	5000	5	100
SR1524 10 4075		20	50	6000	3200	5000		200
	1.04	2.3	170	6000	2400	4300	+00	400
	2 6 2	24	230	÷ 200	2400	2200	204	100
TO SKARALECE COORT	تدهت	20	94	9100	2400	2000		AUG
MC 54								
DUBHAN COUNTY TO NORTH CITY								
HINTS OF HERRISIE	2.50	1.8	100	5000	3600	6000	1	100
CITY LINITS TO SEL762	3.30	18	100	5000	6900	5100	ō	100
		••					•	
NC 55								
HARNETT COUNTY TO SR2764	2.50	24	50	5000	7300	12000	3	200
BASAL CREEK TO SR1395	2.00	20	50	5000	5000	11000	3	200
SR1395 TO RAILROAD CROSSING	1.00	20	60	6300	7700	12000	С	30
RAILRCAD CROSSING TO SRI444	3.36	20	100	5000	9000	15000	3	200
SR1444 TO US 1	0.14	24	100	5000	9000	15000	Э	ADQ
US64 TO CURHAH COUNTY	9.50	22	150	5000	4500	3000	3	200
NC 96								
JOHNSTON COUNTY TO SR2347	1.5	18	60	6000	1000	1600	20	700
SR2337 TO FRANKLIN COUNTY	12.0	20	100	5000	1600	2200	22	POA
NC 97								100
US264 TU FRANKLIN COUNTY	2.0	20	90	5000	2000	-	22	104
US048US. 10 253ULUN			1.20	+ 000	4400	2000		100
PLANNING CURULA		44	100	5000	+000	5000	AUG.	AD G
NC 39								
DERMAN COUNTY TO SPIRIT	6-3	7 6	60	6000	2700	3600	100	100
SPIDIT TO WOR AVANTS	3_75	24	60	-000	3600	11000	- 3	200
NC98 3YP. TO FRANK! IN		•	••				•	
COUNTY	4.0	20	60	5000	2200	3000	22	ADQ
SR 1001(WAKEFIELD RD.)								
WAKEFIELD TO FRANKLIN								
COUNTY	4.00	18	60	5000	1100	2000	22	P O A
SR 1002(ALRPORT RD_)								
SR3015 TO LOOP	0.70	24	60	5000	4470	-	100	POL

APPENDIX & (CONTINUED)

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THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

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SR LOOB(EAGLE ROCK RC.)								
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	7 7 6	1 9	-0	- 20.0	1000	2500	22	100
	1.23	13	50	5000	1000	2 300	14	
J_JS J.=J *I.	7.2	24	50	5000	1000	:030	104	204
TO JOHNSTON COUNTY	5.3	18	60	5000	900	-	20	200
SR1004(CLC US70)								
S82560 TO JCHNSTON COUNTY	4.00	20	60	6000	3900	4500	22	200
		••						
SK TOOSIZIY PERKS KUT							-	
282010 10 281329	1.00	20	50	5000	-	12000	J	90
SRIE29 TO BAYLEAF	3.50	20	50	5000	3900	11000	2	30
BAYLEAF IC NC98	3.0	18	60	5000	-	6000	9	100
SA10041010 STIGE 20.1								
SRIDOCUSES STRUCT SDAT			10	(200	11.00	. = 2.0	-	1.2.0
USAUL (G SKIGIU	4.30	1.4	00	5000	5100	5500	.,	100
SKIDID TO JUHNSTON COUNTY	9.00	13	EG	5000	1300	2000	22	100
SR 1007(PCCLE RD)								
SRIDUE TO MARKS CREEK	2.53	20	60	5000	900	2000	L	100
MARKS CREEK TO SR2514	5.00	1.8	50	5000	1400	2 900	1	100
Carsis TO 532414	1 50	1 3	6.0	6000	3000	1000	õ	
3K2913 (J 3K2014	1.0	7 3	80	3000	3000	3000	9	50
SRIDD7 (NEW BLIGNMENT)								
SR1003 TO SR2049	5.00	-	-	-	-	-	L	100
SR 1010(CLD NC42)								
S81373 TC NCED	13.0	20	50	6000	7800	5200	t	100
NCED TO ICHNETON COUNTY	1.0	20	60	5000	1060	1400		1.30
	1.0	20	90	3000	10.90	1900	104	404
SR IDII(CLD USI)								
WEST CITY LIMITS APEX TO								
CHATHAM COUNTY	7.70	22	60	6000	1750	3500	409	204
						-		
SR 11001WAGSTAFE RO-1								
SOLLAL TO BALLOCAD TRACYS	0 40	20	60	6000	600	_	100	100
SKILDE TO SALESCAD ISACKS	0++0	20	90	9000	500	-	104	AUG
SR 1101(#ILEURN RD.)								
SR1115 TO NC+2	5.00	13	00	5000	1500	2500	22	ADQ
NC42 TO SR1100	1.30	20	60	5000	1300	-	100	ADG
SR 11101HAYNARD1								
591101 10 10 55	2 10	1.2	- 2	5000	200	1900	20	1.00
241101 10 1623	2000	13	50	3000	300	1 900	20	404
SK LITSCHULLEMANS CRESSROAD								
RD.)								
SRILET TO HOLLY SPRINGS	5.00	13	60	6000	000	1500	20	ADQ
SR 1127(#ELEARE 30-1								
S21115 TC 924 9111	5.00	1 2		5,100	2600	00	1	100
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APPENDIX A (CONTINUED)

THEREUGHEARE PLAN STREET FABULATION AND RECOMMENDATIONS

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•	* X -	SECT	ICN #C	*YTI DE SA	1979 .	2000 .	x - 58	ECTION .
* FACILITY & SECTION	#015T*	REWY	*****	URRENT #			REWAY	* 20% *
		FT	*FT *(FUTURE) *	10TS *	1075 .	(ULT)	*(ULT)*
***********************	******	****	******	********		******	******	*******
SR 1141(NEW HILL RCAC)								
SKLJLI VJ SKLI+3	2.23	13	50	-000	100	1300	23	700
561143 (L 561137	1 50	24	200	6000	700	1300	404 20	100
34.103 13 1334	1.50	13	οu	5000	150		2.3	
SP 11-22 -OLLY SPRINGS 30-1								
SWIET CREEK TO CUTER LCCP	2.50	1.4	60	5300	1 300	5000	L	100
LCCP TO HOLLY SPRINGS	4.50	13	50	8000	1300	3000	22	100
HOLLY SPOINGS TO SP1153	1.50	13	60	5000	100	-	22	100
SR 1153(CLC HOLLY SPRINGS								
30.1								
SR1152 TO US1	3.50	34	50	5000	200	-	22	70C
SR LIDUTFUNICK ST.J	5 33	1.0	6.0	6.330		530	10	100
SHATTAH SOUNT TO SKIISI	5.00	* 3	30	5000	+.10	300	2.3	100
SR 1300(K1) 1485 F488 3041								
SHIFT CREEK TO SA1379	1.00	2.3	50	5000	1900	5000	22	200
SR 1301(SUNSET LAKE)								
SR1152 TC SR1393	3.20	13	60	5000	500	1300	20	70 C
HOLLAND TO HARNETT COUNTY	2.30	13	60	5000	400	-	20	200
SR 1371(LAKE HEELER RO.)								
SR13d1 TC SR 1375	1.40	13	60	6300	5000	13000	3	200
CD 17751 140KING 20 1								
ISLUT TO SPI371	1 1 4	74	60	6000	4500	9000	2	200
SR1371 01115 1.96 MT.	1.96	1.8	60	5000	3700	3600	3	200
TO 581010	0.40	20	60	6000	2400	5100	a	200
SR1010 TC 3R1393	3.42	20	50	5000	1000	1.500	ADC	100
							~~~	
SR 1379 (PENNY READ)								
SR1382 TO LAKE HHEELER	1.00	13	60	6000	700	6000	C	θĐ
LAKE TO SRIOIO	5.50	13	60	5000	300	-	20	409
SR 1381(MATES MILL RD.)					1 / 22			
SR1379 10 SR1382	2.00	13	60	6000	1600	4000	22	700
59 1382(SILSON 20 1								
SR1380 TO SR1379	0.50	20	60	5000	1400	3000	n	30
							-	
SR 1393(BASS LAKE PD.)								
US401 TO SR1152	7.00	19	60	5000	900	1300	20	400
SR 1611(CLD JENKS RD.)								
SA 1614 TC 1055	2.30	13	60	5000	900	-	Z 🔾	700
# APPENOIX A (CONTINUED)

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# THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

******************************	*****	****	*****	********	******		******	*******
*	EXI	STIN	5 *		1070 #	*	RECOMM	ENDED .
# FACILITY & SECTION	*01ST*	RCHY	eeCH=C	URRENT #		2000 *	ROWAY	* 30# *
*	* 4[ *	FT	*FT *(	FUTURE)#	1015 *	1012 *	(ULT)	*(ULT)*
************************	*****	1415	*****	********	******	******	*******	*******
SR 1613 (STONE RD.) SR1614 TC SR3014	4.50	13	60	6000	<b>5</b> 50	-	20	209
SR 1615(JREENLEVEL PD.) NG55 TO SR1416	4.50	18	50	6000	300	1500	20	109
SR 1542 (OLD CHAPEL HILL RO) Durham County to slobe ro. Connector	1.50	13	60	0000	1600	3000	22	109
SR 1652(N.HARRISON 30.) SR3005 IJ [-40 [-40 ID STATE PARK	0.52 0.25	24 24	150 150	6000 6000	5600	1 3000	204 2	40Q 40Q
SR 1922(LEESVILLE RO.) SR1937 FO SR3211	2.30	13	60	6000	1700	4700	L	100
SR 1329(STRICKLAND RD.) NG50 PLUS 1.6 MI. TO 582000 SR1339 PLUS 2.25 MI. TO 4050	1.6 1.7 2.25	13 24 13 24	50 60 60	6000 6000 6000	3900 3900 2500 4000	10000 9700 5000 4000	5 5 5	30 30 100
SR 1334 SR 1325 TO NC50	3.60	13	60	6000	1070	2500	22	ADQ
SR 1937(BAKER RD.) LEESVILLE PLUS J.9 MI. J.9 TO USTO	0.90 1.60	13 20	60 60	5000 5000	2300 2300	6000 6000	0	30 30
SR 1839(BLISS RD.) SR1334 TO DURHAM COUNTY	1.50	18	60	6000	500	2000	22	ADQ
SR 1907(NEWLITE RD.) NG98 TO GRANVILLE COUNTY	6.00	13	60	6000	500	1000	20	100
SR 1909(MASCN POND RD_) SR1917 TO US1	<b>4.</b> 50	18	60	5000	1200	2200	22	ADQ
SR 1917(HARRISON RD.) NC98 TO SR1909	2.50	13	60	5000	900	1600	20	109
SR 1923(THOMSON MILL RO+) Relucate Between NC2000 AND New NC98	0.75	20	60	6000	300	12600	3	100
SR 1942(JUNIPER ST.) SR1941 TC NC96	3.50	19	60	6000	200	-	20	409

# APPENDIX A (CONTINUED)

THUROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

********************************	*****	****	******	*******	******	******	*****	*******
*		STIN					a ser w	
*		311	TON AC	PACITY*	1979 #	2000 #	Y	SCTION .
* AND NE 17Y 1 TEATTON		anuv	+2010+01	DOCUT :			20-14	
· FAGLELAN & SECALA	-0121-							
-								
SR 1947 PHILICELL RUNA								
NC 95 16 37 2353	1.33	13	<b>ə</b> ]	2000	2000	3 5 3 0	4.2	700
JR2053 TJ JS-JI	1.95	20	60	5000	2000	3200	22	40G
SR 2000(FALLS OF THE NEUSE)								
282006 TO RC98	5.3	20	50	2000	3000	20000	3	100
SA1829 13 2306	2.0	24	=0	-000	5000	1200	2	30
SR 2006( +1. VERNON CHURCH RD)								
SR2000 TO US+01	+-10	19	ະບ	5000	1500	3 50 0		
SR2000 TO SR1005	3.40	20	ΰĊ	-000	450	2000	22	ADQ
SR 2012(LITCHEORD RO.)								
SR2013 TEWARD SR2000 FCR								
1.7 41.	1.70	18	60	5000	1200	1300	22	209
SR 2045(BURLINGTON HILLS RD)								
US1 TO 522044	2.50	13	÷O	5000	1300	-	20	DCL
SR 2049(FORESTVILLE RD.)								
ECRESTVILLE TO US401	4.50	1 3	60	5000	700	1300	20	100
HS44 TE 522500	1.61	26	6.3	5000	2700	3700	100	200
527500 21 45 1 13 MT		20	60	2000	2700	5700	77	100
	1 1 3	2.0	60	12000	2700	3700	122	100
10 262223	2412	20	60		1300	2200		100
	7 76	1.2		5000	1300	2900	24	100
10 37 1307		10	50	2000	1500	2400	44	100
SR 2051180RLINGIUN MILLS KUI								
282049 10 02401	2.00	10	50	0000	1000	1800	20	200
SK 2215(EUFFALUE RU.)		• •		( 10.0	1/20	( 200	~	
NEUSE RIVER IG SRZZIT	2.00	24	50	6000	1400	5300	,	100
SR2217 12 SR2234	3.20	13	50	5000	300	1400	20	200
SR 2217(ALLEN STORE RD.)								
US64 TC 3R2 04 9	Z . 3	20	60	5000	500	1000	100	ADC
SR2049 TO SR1003	5.50	19	60	5000	700	1000	20	750
SR 2224(MITCHELL MILL RD.)								
JS401 TC SR 1003	4.50	13	50	2000	1500	4000	22	100
SR1003 TO NC96	5.00	13	50	5000	500	-	20	100
SR ZZZZIWADE HARRIS RD.)								
SR2665 TO SR1007	3.30	19	έQ	-000	2000	3000	22	700
SR2665 TO US 54	1.40	24	50	0006	2700	3700	200	100
SR 2234(COZART RD.)								
SR2215 TO SR1003	3.50	13	άđ	5006	1500	1900	20	400

# APPENDIX & (CONTINUES)

THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

•	E EXI	2114	G #	*			ASCC.	HENDED #
	= X -	SECT	ICN #C.	AP ACITY#	1979 *	2000 *	x - S	ECTION *
* FACILITY & SECTION	*7210*	P CWY	**CW*CU	JRRENT *			PUWAY	* ?CW *
	8 41 8	= 7	#FT #1	TIRATE	10T5 #	1015 #	(III T)	*(11 7)=
		****						
SR (2304(FCWLER)								
SA2327 TC NC96	0.50	18	- C -	5000	-00	-	20	100
SA PRODUCT PRIVETTE ROLL								
	7 10	1 3	4.3	- 000	1 2 2 2		10	100
38.103 10 40.40	1.00	1 3	3.3		1200	-	20	100
J304 14 14 14 1	1.030	13	e u	5000	1300	-	20	204
SR 2324(1122490 LICK 90.)								
JSO+PUS. PLUS J.II 41.	0.11	30	50	12000	-	-	100	100
21.5.3.45.41.	3.45	1.4	60	5000	1300	-	20	100
	2.22	10	4.0	6000				1.70
10 247302	2.70	23	30	5000	+00	-	204	200
SR 2345(LCCP PD.)								
RAILREAD TO JEHNSTEN COUNTY	2.00	19	60	5000	500	-	20	40Q
SP TRUES SHUGS STORE SA 1								
SR 23441-CR-HOS SRIDGE RUNT								
SCUTH CITA FLATLE FL								
ZEBULON TO SRZ352	2.30	13	50	2000	500	-	20	750
SR 2352(CORBIN RO.)								
127340 70 197353	0 5.0	12	60	6000	300	-	20	100
3423-7 10 372333	0.00		20	.000	,00		20	-0-4
2K 7323(4056HD2 2KIDRC KD*1								
3R2352 TO US64 BUS.	2.30	13	60	5000	300		20	700
58 2358114KE 3140 30.1								
SOUTH CITY & THITS SENDELL								
	1 10	• •		: 200	1100		70	
10 Set003	2.00	13	eu	5000	1100	-	20	104
SR 2406								
BEAVERDAM GREEK TO FRANKLIN								
COUNTY	2.5	20	1.00	6000	2100	-	21	100
S9 3514/HCD/S 30 1								
SK 2515(HUUGE KU.)								
0204 10 281007	3.50	18	60	5000	3100	5300	'3	100
SR 2542(ROCK QUARRY RD.)								
S82556 TE 582547	4.00	20	50	5000	4000	5000	27	100
52 254211 20 CIRTN 20 1								
38 234(1LUG GADIN 40.)								
0210 10 282100	1.50	13	60	6000	2300	430C	22	ADQ
SR 2556(POCK QUARRY RD.)								
S81004 TO S82542	1.00	20	60	-000	3200	5000	77	100
SR 21001-1-DEREAM LOUKLE KUI								
SR2347 IC JCHNSIGN COUNTY	2.50	13	50	6000	500	1000	22	100

# APPENDIX & (CONTINUED)

# THOROUGHFARE PLAN STREET TABULATION AND RECOMMENDATIONS

*****************************	*****	****			*****		******	*******
	E FYI	STIN					RECOMM	ENDED *
		SECT	ION SC	PACITYS	1979 #	2000 #	1 - 15	CTICN #
· GACTULTY & CECTION	+DICT+	DEGI		100CNT .	.,,, .	2000 -	2014	+ 20H +
- FACILITY & SECTION		CT .				1075 -	(UN T)	
-			******		******	1013 -		
52 2751/HULTOD 20 1								
SK 27311HILLIUP PJ-7				( 200				
JS401 10 NC42	2.50	13	60	5000	1100	-	20	ADQ
SR 2754(RAWL RD.)								
NC +2 TO SR 2765	1.00	13	60	0000	700	-	20	ADQ
SR 2755(PAUL HONEYCUTT RC.)								
NC 55 TC 3R2 754	1.30	20	60	0000	300	-	100	ADQ
SR 2767 (SUTTON RD.)								
EAST CITY LIMITS FUCUAY TO								
WC 55	2-00	1.8	50	5000	180	3000	20	100
				1000		,,,,,		
SR 2770(TRASH 211 = 20-)								
HARNETT COUNTY SINC A 2 MT	0 20	20	60	6000		_	100	100
TO CODIAT PLUS CAL TA	0.20	20	60	6000	2000	-	200	100
IU 382/07	2.90	1.2	00	5000	2900	-	22	200
65								
SR 3014								
NC 55 TO NC 54	3.33	18	60	6000	1500	1900	20	PDA
SR 3015								
NC54 TO SR1002	3.50	22	50	5000	1300	3000	AD Q	POL
CIXIE TRAIL EXTENSION								
SR1381 TO SR1382	1.00	-	-	-	-	3000	С	80
	• • • •							
GLOBE ROAD CONNECTOR								
SR1642 TO GLOBE 20. AT								
	0.50	-	-	-	-	3000	77	4
	0.00	-	-	-	-	1000	22	3
INDUSTRIAL ACCESS 2040								
BOOCSED BETWEEN SOODD AND								
HET HET SKEUDER	1 76				1000	12000		160
051	1.13	-	-	-	-	13800	<u>د</u>	190
GUTER LULP								
USI AT GRESHAM'S LAKE TO							-	
US70 AT SR 1002	12_0	-	-	-	-	-	3	200
US70 TO I-40	4- 3	-	-	-	-	-	3	30
I-40 TO SR1300	16.0	-	-	-	-	-	4	228
SR1300 TO PROPOSED								
(-40 (TO BENSON)	14.0	-	-	-	-	-	A	228
PROPOSED 1-40 TO US1 AT								
GRESHAM'S LAKE	14-0	-	-	-	-	-	4	228
CUTER LCCP CONNECTOR								
TO US401 EXPASS	4.50	-	-	_	-	-	1	100
							-	
STUTHERN DARK LAY								
DEPEND CONTY TO US70	1 10	_	_	_		1 5000	-	100
UTED DI TITUUL TIMINE	Levi	_	-		-	72000	,	190

# APPENDIX B

# RECOMMENDED DEFINITIONS AND DESIGN STANDARDS FOR SUBDIVISION ORDINANCES

DEFINITIONS:

- I. Streets and Roads:
  - A. Rural Roads
    - Principal Arterial A rural link in a network of continuous routes serving corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel and existing solely to serve traffic. This network would consist of Interstate routes and other routes designated as principal arterials.
    - Minor Arterial A rural link in a network joining citles and larger towns and providing intrastate and intercounty service at relatively high overall travel speeds with minimum interference to through movement. This network would primarily serve traffic.
    - <u>Major Collector</u> A road which serves major intracounty travel corridors and traffic generators and provides access to the Arterial system.
    - 4. <u>Minor Collector</u> A road which provides service to small local communities and links the locally important traffic generators with their rural hinterland.
    - 5. Local Road A local road that serves primarily to provide access to adjacent land and for travel over relatively short distances.
  - B. Urban Streets
    - <u>Major Thoroughfares</u> Major thoroughfares consist of Interstate, other freeway, expressway, or parkway links, and major streets that provide for the expeditious movement of high volumes of traffic within and through urban areas.

- 2. <u>Minor Thoroughfares</u> Minor thoroughfares are important streets in the city system and perform the function of collecting traffic from local access streets and carrying it to the Major Thoroughfare system. Minor thoroughfares may be used to supplement the Major Thoroughfare system by facilitating a minor throughtraffic movement and may also serve abutting property.
- 3. Local Street A local street is any link not on a higher-order urban system and serves primarily to provide direct access to abutting land and access to higher systems.
- C. Specific Type Rural or Urban Streets
  - 1. Freeway, expressway, or parkway Divided multilane roadways designed to carry large volumes of traffic at relatively high speeds. A freeway is a divided highway providing for continuous flow of vehicles with no direct access to abutting property or streets and with access to selected crossroads provided via connecting ramps. An expressway is a divided highway with full or partial control of access and generally with grade separations at major intersections. A parkway is a highway for noncommercial traffic, with full or partial control of access, and usually located within a park or a ribbon of parklike development.
  - 2. <u>Residential Collector Street</u> A local access street which serves as a connector street between local residential streets and the thoroughfare system. Residential collector streets typically collect traffic from 100 to 400 dwelling units.
  - 3. Local Residential Street Cul-de-sacs, loop streets less than 2,500 feet in length, or streets less than one mile in length that do not connect thoroughfares, or serve major traffic generators, and do not collect traffic from more than 100 dwelling units.
  - 4. <u>Cul-de-sac</u> A short street having but one end open to traffic and the other end being permanently terminated and a vehicular turn around provided.

- 5. Frontage Road A local street or road that is parallel to a full or partial access controlled facility and functions to provide access to adjacent land.
- <u>Alley</u> A strip of land, owned publicly or privately, set aside primarily for vehicular service access to the back side of properties otherwise abutting on a street.
- II. Property
  - A. <u>Building Setback Line</u> A line parallel to the street in front of which no structure shall be erected.
  - B. <u>Easement</u> A grant by the property owner for use by the public, a corporation, or person(s), of a strip of land for a specific purpose.
  - C. Lot A portion of a subdivision, or any other parcel of land, intended as a unit for transfer of ownership or for development or both. The word "lot" includes the words "plat" and "parcel".
    - 1. <u>Corner Lot</u> A lot abutting upon two streets at their intersection.
    - <u>Double-Frontage Lot</u> A continuous (through)
       lot which is accessible from both of the parallel streets upon which it fronts.
    - 3. <u>Reverse-Frontage Lot</u> A continuous (through) lot which is accessible from only one of the parallel streets upon which it fronts.

# III. Subdivision

- A. <u>Subdivider</u> Any person, firm, corporation or official agent thereof, who subdivides or develops any land deemed to be a subdivision.
- B. <u>Subdivision</u> All divisions of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale or building development, and all divisions of land involving the dedication of a new street or a change in existing streets; provided, however, that the following shall not be included within this definition nor subject to these regulations: (1) the combination or recombination of portions of previously platted lots where the total number of lots is not increased and the resultant

lots are equal to or exceed the standards contained herein; (2) the division of land into parcels greater than five acres where no street right-of way dedication is involved; (3) the public acquisition by purchase of strips of land for the widening or opening of streets; (4) the division of a tract in single ownership whose entire area is no greater than two acres into not more than three lots, where no street right-of-way dedication is involved and where the resultant lots are equal to or exceed the standards contained herein.

- C. <u>Dedication</u> A gift, by the owner, of his property to another party without any consideration being given for the transfer. Since a transfer of property is involved, the dedication is made by written instrument and is completed with an acceptance.
- D. <u>Reservation</u> A reservation of land does not involve any transfer of property rights. It simply constitutes an obligation to keep property free from development for a stated period of time.

#### Design Standards

# I. Streets and Roads:

The design of all streets and roads within shall be in accordance with the accepted policies of the North Carolina Department of Transportation, Division of Highways, as taken or modified from the American Association of State Highway and Transportation Officials' (AASHTO) manuals.

The provision of street rights-of-way shall conform and meet the requirements of the thoroughfare plan for ______as approved by the city and adopted by the city and the North Carolina Board of Transportation.

The proposed street layout shall be coordinated with the existing street system of the surrounding area. Normally the proposed streets should be the extension of existing streets if possible.

The urban planning area shall consist of that area within the urban planning boundary as depicted on the mutually adopted ______ Thoroughfare Plan.

The rural planning area shall be that area outside the urban planning boundary.

A. <u>Right-of-Way Widths</u>: Right-of-way widths shall not be less than the following and shall apply except in those cases where right-of-way requirements have been specifically set out in the _____ Thoroughfare Plan.

Min. Right of Way, Ft.

1. Rural

a.	Principal Arterial	
	Freeways	250
	Other	200
ь.	Minor Arterial	100
c.	Major Collector	100
d.	Minor Collector	100
e.	Local Road	*60

^{*}The desirable minimum right-of-way is 60 feet. If curb and gutter is provided, 50 feet of right-of-way is adequate on local residential streets.

2. Urban

a.	Major Thoroughfare Other	
	than Freeway and	
	Expressway	90
ь.	Minor Thoroughfare	70
c.	Local Street	*60
d.	Cul-de-sac	**Variable

The subdivider will only be required to dedicate a maximum of 100 feet of right-of-way. In cases where over 100 feet of right-of-way is desired, the subdivider will be required only to reserve the amount in excess of 100 feet. In all cases in which right-of-way is sought for an access controlled facility, the subdivider will only be required to make a reservation.

A partial width right-of-way, not less than sixty (60) feet in width, may be dedicated when adjoining undeveloped property that is owned or controlled by the subdivider; provided that the width of a partial dedication be such as to permit the installation of such facilities as may be necessary to serve abutting lots. When the said adjoining property is subdivided, the remainder of the full required right-of-way shall be dedicated.

- B. <u>Street Widths</u>: Widths for street and road classifications other than local shall be as required by the Thoroughfare Plan. Width of local roads and streets shall be as follows:
  - Local Residential Curb and gutter section - 26 feet, to face of curb Shoulder section - 20 feet to edge of pavement, 4 foot shoulders

*The desirable minimum right-of-way is established as 50 feet. If curb and gutter is provided, 50 feet of right-of-way is adequate.

**The right-of-way dimension will depend on radius used for vehicular turn-around. Distance from edge of pavement of turn around to right-of-way should not be less than distance from edge of pavement to right-of-way on street approaching turn-around.

- Residential Collector
   Curb and gutter section 34 feet, face to face of curb
   Shoulder Section - 20 feet to edge of pavement, 6 foot shoulders
- C. <u>Geometric Characteristics</u>: The standards outlined below shall apply to all subdivision streets proposed for addition to the State Highway System or Municipal Street System. In cases where a subdivision is sought adjacent to a proposed thoroughfare corridor, the requirements of dedication and reservation discussed under Right-of-Way shall apply.
- 1. Design Speed

٠.

The design speeds for subdivisions type streets shall be:

	Desirable		(Miniz	num)
Rural		Level	Rolling	Mountainous
Minor Collector Roads	60	(50)	(40)	(30)
Local Roads including Residential Collectors and Local Residential	50 5	(50)*	(40)*	(30)*
Urban				
Major Thoroughfares Other than Freeway or Expressway	60	(50)	(50)	(50)
Minor Thoroughfares	60	(50)	(40)	(40)
Local Streets	40	(40)**	(30)**	(20)**

*Based on projected annual average daily traffic of 400-750. In cases where road will serve a very limited area and small number of dwelling units, minimum design speeds can be reduced further.

**Based on projected annual average daily traffic of 50-250.

# 2. Maximum and Minimum Grades

a. The maximum grades in percent shall be:

Design Speed	Level	Rolling	Mountainous
60	3	4	6
50	4	5	7
40	5	6	8
30		9	10
20			12

- b. A minimum grade for curbed streets normally should not be less than 0.5%, a grade of 0.35% may be allowed where there is a high type pavement accurately crowned and in areas where special drainage conditions may control.
- c. Grades for 100 feet each way from intersections should not exceed 5%.
- d. For streets and roads with projected annual average daily traffic less than 250, short grades less than 500 feet long, may be 150% greater.
- 3. Minimum Sight Distances

In the interest of public safety, no less than the minimum sight distance applicable shall be provided in every instance. Vertical curves that connect each change in grade shall be provided and calculated using the following parameters. (General practice calls for vertical curves to be multiples of 50 feet. Calculated lengths shall be rounded up in each case):

DESIGN SPEED, MPH	20	30	40	50	60
<pre>Stopping Sight Distance - i. Min. Stopping Distance, Ft Des. Stopping Distance, Ft</pre>	150 150	200 200	275 300	350 450	475 650
ii. Min. K* Value For:					
a. Min. Crest Vert. Curv Des. Crest Vert. Curv b. Min. SAG Vert. Curve Des. SAG Vert. Curve	ve 16 ve 16 24 24	28 28 35 35	55 65 55 60	85 145 75 100	160 300 105 155
Passing Sight Distance -					
<ul> <li>Min. Passing Distance, Feet (2 lane)</li> <li>Min. K* Value For Crest</li> </ul>		1100	1500	1800	2100
vertical Curve		305	080	985	1340

Sight distance provided for stopped vehicles at intersections should be in accordance with, "A Policy on Geometric Design of Rural Highways".

4. The following table shows the maximum degree of curve and related maximum superelevation for design speeds. The maximum rate of roadway superelevation (e) for rural roads with no curb and gutter is .08. The maximum rate of superelevation for urban streets with curb and gutter is .06 with .04 being desirable.

^{*}K is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve which will provide minimum sight distance.

Design Speed MPH	Maximum e*	Minimum Radius (Rounded) Feet	Maximum Degree of Curve (Rounded) Degrees
20	.04	125	45.0
30	.04	300	19.0
40	.04	560	10.0
50	.04	925	6.0
60	.04	1410	4.0
20	.06	115	50.0
30	.06	275	21.0
40	.06	510	11.5
50	.06	830	7.0
60	.06	1260	4.5
20 30 40 50 60	.08 .08 .08 .08 .08 .08	110 250 460 760 1140	53.5 23.0 12.5 7.5 5.0

*e = rate of roadway superelevation, foot per foot

- D. Intersections
  - Streets shall be laid out so as to intersect as nearly as possible at right angles, and no street should intersect any other street at an angle less than sixty (60) degrees.
  - 2. Property lines at intersections should be set so that the distance from the edge of pavement, of the street turnout, to the property line will be at least as great as the distance from the edge of pavement to the property line along the intersecting streets. This property line can be established as a radius or as a sight triangle. Greater offsets from the edge of pavement to the property lines will be required, if necessary, to provide sight distance for the stopped vehicle on the side street.
  - 3. Off-set intersections are to be avoided unless exception is granted by the Divison of Highways. Intersections which cannot be aligned should be separated by a minimum length of 200 feet between survey centerlines.

E. Cul-de-sacs

Cul-de-sacs, unless exception is granted by the local planning board, shall not be more than five hundred (500) feet in length. The distance from the edge of pavement on the vehicular turn-around to the right-of-way line should not be less than the distance from the edge of pavement to right-of-way line on the street approaching the turn-around. Cul-desacs should not be used to avoid connection with an existing street or to avoid the extension of an important street.

- F. Alleys
  - 1. Alleys shall be required to serve lots used for commercial and industrial purposes except that this requirement may be waived where other definite and assured provision is made for service access.

Alleys shall not be provided in residential subdivisions unless necessitated by unusual circumstances.

- The width of an alley shall be at least twenty (20) feet.
- 3. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turn-around facilities at the dead-end as may be approved by the Planning Board.
- 4. Sharp changes in alignment and grade shall be avoided.
- G. Permits For Connection To State Roads

An approved permit is required for connection to any existing state system road. This permit is required prior to any construction on the street or road. The application is available at the office of the nearest District Engineer of the Divison of Highways.

H. Offsets To Utility Poles

Poles for overhead utilities should be located clear of roadway shoulders, preferably a minimum of at least 30 feet from the edge of pavement. On streets with curb and gutter, utility poles shall be set back a minimum distance of 6 feet from the face of curb.

# I. Wheel Chair Ramps

In accordance with Chapter 136, Article 2A, \$136-44.14, all street curbs in North Carolina being constructed or re-constructed for maintenance procedures, traffic operations, repairs, correction of utilities, or altered for any reason after September 1, 1973, shall provide wheelchair ramps for the physically handicapped at all intersections where both curb and gutter and sidewalks are provided and at other major points of pedestrian flow.

Wheelchair ramps and depressed curbs shall be constructed in accordance with details contained in the Department of Transportation, Divison of Highways, Publication entitled, "Guidelines, Curb Cuts and Ramps for Handicapped Persons".

- J. Horizontal Width on Bridge Deck
  - The clear roadway widths for new and re-constructed bridges serving 2 lane, 2-way traffic should be as follows:
    - a. Shoulder Section Approach
      - i. Under 800 ADT Design Year Minimum 28 feet width face to face of parapets of rails or pavement width plus 10 feet, whichever is greater.
    - ii. 800-2000 ADT Design Year Minimum 34 feet width face to face of parapets or rails or pavement width plus 12 feet, whichever is greater.
    - iii. Over 2000 ADT Design Year Minimum 40 feet Desirable 44 feet width face to face of parapets or rails.
    - b. Curbs and Gutter Approach
      - i. Under 300 ADT Design Year Minimum 24 feet face to face of curbs.
    - ii. Over 800 ADT Design Year Width of approach pavement measured face to face of curbs.

Where curb and gutter sections are used on roadway approaches, curbs on bridges shall match the curbs on approaches in height, in width of face to face of curbs, and in crown drop. The distance from face of curb to face of parapet or rail shall be 1'-6" minimum, or greater if sidewalks are required.

- The clear roadway widths for new and re-con-2. structed bridges having 4 or more lanes serving undivided two-way traffic should be as follows:
  - Shoulder Section Approach a. Width of approach pavement plus width of usable shoulders on the approach left and right. Min. 8' Des. 10'

b. Curb and Gutter Approach - Width of approach pavement measured face to face of curbs.



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# Wake County Thoroughfare Plan

